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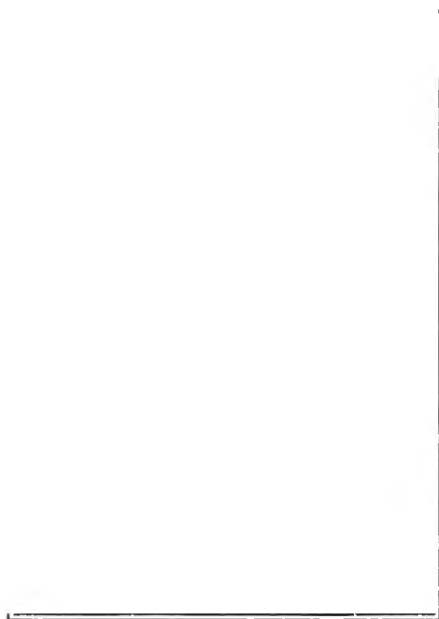
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ACCOUNTS AND PAPERS:

SIXTY VOLUMES.

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—(51.)—

COMMERCIAL REPORTS (ANNUAL)—*continued*.

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TURKEY (*continued*) TO ZANZIBAR.

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Session 1.—30 *January* 1900 — 8 *August* 1900.

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# ACCOUNTS AND PAPERS:

1900.

## SIXTY VOLUMES:—CONTENTS OF THE

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# TURKEY.

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REPORT FOR THE YEARS 1897-99

ON THE

TRADE AND COMMERCE OF THE CONSULAR  
DISTRICT OF SMYRNA.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1784.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
JUNE, 1900.*

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*Report on the Trade and Commerce of the Consular District of  
Smyrna for the Years 1897-99*

By MR. CONSUL-GENERAL CUMBERBATCH.

(Received at Foreign Office, June 4, 1900.)

As the following report will, as far as possible, deal with the *Introductory* trade of Smyrna during the last three years, a short preliminary *Retrospect* retrospect will not be out of place.

In spite of the war between Turkey and Greece that broke <sup>1897</sup> out in the spring of 1897, and notwithstanding the unfavourable climatic conditions which affected the crops in the outlying districts, neither the imports nor the exports of 1897 suffered to any appreciable extent. In fact in the autumn of that year the imports were so great as to cause a block in the custom-house, which proved incapable of coping with the increased business, and representations on behalf of the shipping community, with a view to obtaining an increase in the custom-house premises, had to be made.

The barley, bean, opium, and olive crops of that year were above the average, and raisins, which form one of the chief articles of export, though less in quantity, owing to damages to the vines caused by mildew, reached a fairly good aggregate value, prices ruling higher than usual.

Figs, another important item of trade, were more abundant, though prices were inferior owing to the bad quality.

The winter of 1897-98 was the severest experienced in these <sup>1898</sup> parts for many years, and the excessive cold seriously affected the vines and fig trees all over the district, and a long drought that followed in the spring and summer of 1898 told on the barley, wheat, and bean crops, whilst the unusual prevalence of cold north winds in the autumn affected the olives during their ripening period. Under these circumstances the exports in 1898 of the principal articles of native produce reached a very low point, the fig shipments being the lowest that could be remembered, whilst opium, valonea, and raisin shipments alone presented a fair average business.

Imports naturally felt the counterblow, and were correspondingly lessened.

1899. In 1899 all the crops showed a great improvement, with the exception of raisins, which were 50 per cent. below the usual supply, owing to phylloxera, which appeared in districts not hitherto attacked, and olives, which again suffered from the north wind in the autumn.

Barley turned out an average supply, beans middling, but better than 1898, figs nearly three times more, and valonea 25 per cent. better.

The imports of 1899 showed a corresponding upward movement, except in coals, the smallness of the business done in that article being due, as in 1898, to the high prices that ruled.

Prospects for 1900.

The prospects for 1900 are so far favourable, the winter having been mild, with plenty of rain, though the effects on local agriculture of a most disastrous earthquake in September, 1899, might have been considerable, had it not been for the timely relief of the sufferers, in furnishing which British charity largely participated. Moreover, an important immigration of agriculturists from Crete has more than replaced the loss of life occasioned by the earthquake.

General trade returns.

Though too great reliance is not to be placed on statistics obtainable from official sources, the tables annexed, emanating from the Ottoman Chamber of Commerce (Smyrna), can be taken as showing, at any rate approximately, the proportion of British trade to that of foreign countries. If these figures show a great disparity in comparison with those furnished in reports from this Consulate for previous years, it does not necessarily mean that the general trade of Smyrna has decreased, which is far from being the case. Such disparity is unavoidable, owing to the fact that former tables had to be compiled in a more arbitrary manner than is now the case, on account of the effort made by the Smyrna Chamber of Commerce to compile custom-house returns.

The following table gives the total values of the general trade of Smyrna for the last two years:—

Year.	Value.		
	Exports.	Imports.	Total.
1898 .. ..	£ 3,294,529	£ 2,677,948	£ 5,972,477
1899 .. ..	3,782,781	2,562,885	6,345,666

Imports.  
Remarks on  
table of  
imports.

With reference to the annexed table of imports, it is necessary to reproduce the explanatory notes of the Chamber of Commerce: "As is shown by these tables, it is again England that holds the first rank in the Smyrna imports. It is true that in the figures of imports from the United Kingdom goods from other countries are included which it has been impossible to avoid doing. It is the same thing with the figures of imports from Austria-Hungary, which

come almost entirely through Trieste, but which include German and Swiss goods. The creation of a direct communication between Smyrna and Germany via Hamburg has greatly helped to demonstrate the development of German imports.

"It must also be noted that goods coming from other Ottoman ports, and representing perhaps one-third as much as the total foreign imports, are not included in this table. Likewise 'material,' engines, and coals for the local railways, and goods addressed to Consulates and certain public institutions are omitted."

In view of the unreliability of returns based on official returns in this country, recourse has been had to importers for particulars about articles of import mostly affecting British trade, and the following notes, compiled from information courteously supplied by local firms, may be found of some use as pointing out the present position of certain articles of British manufacture in connection with foreign competition. Notes on foreign competition and its causes.

A long established importer of cotton manufactures states that 10 years ago his goods came exclusively from Manchester, but in the meantime foreign competition has steadily gained ground. Cotton manufactures.

In T-cloths the British article has been steadily declining in favour of American "cabots," especially "Cabot" A. The superior qualities of Lancashire "Mexicans," though better finished than the American article, are less durable, as they are made of more inferior cotton and are, therefore, less sought after. T-cloths.

The local demand for British shirtings and long-cloths is diminishing, owing to the influx of the American wares. In white shirtings America furnishes several kinds which are considered superior to the British manufacture. Shirtings.

Prints from the United Kingdom are suffering from the importation of inferior and cheap goods from Continental factories, and from the revival of a locally manufactured kind of print called "Aladja," made of pure cotton yarn dyed in fast colours and cleverly imitating the European designs. The "Aladjas" are very durable, and their demand is steadily augmenting in the interior. For some time past America has also been supplying prints which appear to be gaining favour with the natives. Prints.

Cotton textiles (coloured) and also a half cotton and half woollen material from Germany, Austria, and Italy, are extensively supplied to the detriment of British textiles, owing to appreciation of their originality of pattern and low price. Cotton textiles.

Drillings (grey and blue) are chiefly from America.

Only about half the imports of cotton yarns come from the United Kingdom, which still sends the whole of the finer qualities, such as "water," Nos. 16 to 32; "extra," Nos. 16 to 32; and a certain quantity of "water-blue indigo" and "sewings" (bleached), Nos. 8 to 36. Cotton yarns.

The rougher qualities, viz.:—"Water," 4 to 12; and "extra," 4 to 14, have been replaced by yarns made in the local spinning factories, and those of Constantinople, Salonica, and Tarsus. and,

last but not least, of Italy, the price being 5 to 10 per cent. less than the British yarns of similar qualities.

As to red cotton yarns, whereas at one time England supplied all No. 20 and Nos. 4 to 12, out of the present annual imports of some 3,000 bales, not a single packet now comes from the United Kingdom, the Continental dye-works furnishing the whole lot.

Another importer of cotton manufactures states that he does business exclusively with the United Kingdom, which stands without a rival as to quality, foreign competition being difficult, owing to the low prices at which these goods are placed on the market. To specify some articles, he mentions white "mills" (locally called Tenzif), white "tengibs" (Nimé), and grey shirtings (Astar), as successfully holding their own against all competitors, whilst "prints" (Basmah), and some few other classes of cotton goods are feeling the foreign competition, especially from Germany and Italy, which produce inferior articles at prices suitable to this market.

Glasgow "shawls" represent perhaps the only British article that has been almost completely ousted by German imitations.

A wholesale importer of cotton textile fabrics and yarns states that his goods come chiefly from the United Kingdom, though he also has to import from Continental countries and the United States.

The British preponderance is especially shown in all kinds of Manchester printed tissues, calicoes, drills, shirtings, and yarns. He adds, that though the United Kingdom has held its own in the above specified articles, Germany, Austria, and recently Italy, whose goods were scarcely known here a few years back, have been inundating the market with various articles to the detriment of the British manufactures, the competition in dyed and unbleached yarns being the most successful.

Woollen  
manufactures.

One of the chief importers of woollen manufactures states that in these goods the following staple commodities of British manufacture maintain their supremacy, viz., army cloths, presidents, alpaca, mohair, meltouns, curls, fancy dress (ordinary), Italian cloths, astrakhans, seals, hosiery; whilst the foreign competition in cheaper qualities of serges, merinos, flannels, finer fancy dress goods, and mixtures of wool and cotton, is progressing steadily, especially the fabrics of Rheims and Roubaix.

Austria, Germany, Italy, and Belgium send various kinds of cloths, shawls, scarfs, articles of dress, cloaks, capes, muslins, flannels, &c., whilst worsted from Berlin and Leipzig is universally used for embroideries.

Cloth

One of the principal merchant tailors furnishes the following notes:—The United Kingdom has a virtual monopoly of the supply of the cloths known as "president," "pilot," and "melton." A preference is given to French black and blue cheviots and figured stuffs, though more expensive. This is due to the dye of the French cloth being fast, which is not the case with the British article.

In fancy cheviots and cotton goods Germany and Italy have

taken the lead by producing more finished articles and greater varieties of pattern, and by according six to nine months' credit where British manufacturers give only three.

Austria furnishes most of the "combed" and "warped" materials, owing to low prices combined with taste and variety of pattern. Other advantages over the British article are greater thickness to suit winter requirements, and the more reasonable length of each piece, which is half that of the British piece. It is also found that the British article is submitted to too much roning, causing the cloth to be hard to the touch.

In finished fancy worsted goods Belgium, France, Germany, and Austria hold the market owing to their low prices.

In satin, castor, and eider-down goods Germany predominates, owing to showiness combined with cheapness.

Finally, though the United Kingdom has for some years past been losing ground in the supply of cloths, it is not considered permanent or due to any rational cause, as no country is able to compete with the British material both as regards quality and price. Foreign imitations, especially German, of the high-class goods have been considerably pushed of late years, and sold at extremely low prices, but experience has shown that merchant tailors are not likely to allow themselves to be deceived twice, and will return to the British maker unless he is taken in by British exports "made in Germany."

According to a special article in the monthly publication of **Hats**. the French Chamber of Commerce at Smyrna, the annual imports of hats (merino and felt) amount to about 120,000, of a value of about 12,800*l*.

Though France at one time took the lead, Italy now furnishes quite two-thirds of the demand, the United Kingdom 80 per cent. of the balance, the small remainder being shared by France, Germany, and Austria. The study by Italian manufacturers of local tastes accounts for their success, and their British rivals follow their example to a certain extent.

Their terms of payment also are easy and practical, as they allow a short credit of three to six months, whilst the cost of freight, insurance, and what is important, packing, is included in the prices quoted.

As to straw hats, calculated at 72,000, and valued at 3,200*l*., France provides five-sixths of the whole, whilst England, though formerly taking the lead, now only share the remaining sixth with Italy.

The falling-off in the British article is due to the greater adaptability of the lighter material of which the French hat is made to the semi-tropical heat of these parts.

In connection with this class of goods, a recommendation that suggests itself by two or three cases that have been brought to the notice of Her Majesty's Consulate, is the necessity of showing that perfect reliance can be placed in the punctual shipment of goods ordered, so as not to lose the season's sales. Another matter to be noted, apparently insignificant though important in



itself, is the bright-coloured silk lining of felt hats employed by Italian makers.

**Fezzes.**

The important trade in the native head-gear, made of thick, red cloth, and called fez, amounting to about 20,000*l.* annually, is in the hands of four firms recently formed into a joint stock company, and is supplied entirely by the factories of Vienna, Strakonetz, Pisek, and Niklasdorf, in Austria-Hungary. There are about 40 qualities and sizes, designated by numbers, the prices ranging from 4*s.* to 20*s.* per dozen.

An innovation was introduced late last year by the introduction of similar caps, or rather bonnets, made of straw by the fez factory at Constantinople at prices ranging from 3*s.* 4*d.* to 4*s.* 2*d.* each. The time has been too short to form a definite opinion as to what its success is likely to be, but so far as can be judged from its shape, which is not elegant, and its unattractive colouring, added to the heavy price, it is generally thought that the decided improvement as to weight will not compensate for the aforementioned disadvantages.

**Jute bags.**

The largest importer of jute bags says that during the last five years he has been bringing the bulk of his goods from British India, whilst formerly they came entirely from Dundee. This change is due to the lower price though inferior quality of the Indian bags, which he procures at 20 to 25 per cent. less than the Dundee article.

The only competitor in this market is Italy, which country produces a somewhat similar but more closely woven article resembling "Hessian baggings," used for flour and fruit.

N.B.—Attention is called to the special customs regulations concerning the importation of jute bags referred to at p. 15 of this report.

**Canvas cloth.**

The canvas cloth used for linings of boots and shoes formerly came exclusively from Dundee, but has been replaced by a cheaper Belgian material.

**Dry goods.**

The report of the director of a large general dry goods establishment is to the effect that staple commodities of British manufacture, such as cotton manufactures, draperies, printed calicoes, and handkerchiefs of the medium and common qualities generally demanded locally, maintain the first rank, but in hosiery and woollen stuffs British imports are comparatively smaller, whilst in silk goods, haberdashery, umbrellas, hardware, clocks, jewellery, perfumery, sewing machines, ironware, and stationery, &c., in the importation of which to this market the United Kingdom probably at no time took any considerable part, the foreign competition has reduced the British share to an insignificant amount, Germany, and then France and Austria-Hungary, being the successful rivals. Italy is also showing greater activity of late in some of these goods.

**Leather.**

A wholesale dealer in leather says that British leather goods are unknown on this market, which is supplied by France, Italy, and Belgium. Patent leather comes almost exclusively from Germany.

Leather belting, used with machinery, is, however, almost all of British make, and is preferred to the German article, except where initial cost is a first consideration.

Bicycles were scarcely known in Smyrna seven or eight years ago, but during the last three or four years cycling has made great strides, notwithstanding the unsatisfactory state of the roads in general. Bicycles.

At first the United Kingdom furnished the greater number, but now the machines come chiefly from the United States, which furnishes about 50 per cent., the United Kingdom sending 25 per cent., and the remainder coming from Germany, Belgium, and France.

The American machines which are preferred, owing chiefly to their low prices, are the "Lovel," "Diamond," "Columbia," "Mona," and "Eclipse" cycles. The British machines most in vogue are the "Humber," "Psycho," "Swift," and "Rover." The German machine that finds most favour is the "Condor," and the French the "Peugeot Frères."

The following remarks supplied by local dealers in bicycles are worthy of attention:—

German sellers offer the facility of payment on consignment, American and French allow easy terms of credit varying from three to six months, but British firms demand payment on shipment or, at the best, part payment on shipment and balance on delivery.

The American and continental firms make no extra charge for packing, which is not the case with British dealers, who would probably do a good business and perhaps control the market, but they appear to give no inducement to the agents and retail purchasers. All the other makers deal most liberally with the question of "sundries," allowing the buyer unlimited choice, whereas the English firms are most illiberal.

Agents here complain that English firms are very slow in executing orders, one agent stating that this dilatoriness had lately prevented his placing an order in England.

To recover lost ground they must come into line with their competitors (1) by supplying on consignment or credit, (2) by prompt execution of orders, and (3) by packing free of extra charge.

A large importer of fire-arms says he used formerly to get a considerable portion of his wares from the United Kingdom, but now they all come from Belgium as the latter country produces such cheap articles; he, however, recognises the superiority of the British article. Fire-arms.

An importer of iron and steel states that the only competition in the inferior quality is by Belgian metal, owing to low prices, but the better kind of steel, as well as files and engineers' tools of all sorts, are still brought from the United Kingdom. Iron and steel.

Sheet iron comes exclusively from Belgium, being cheaper, and the bulk of the block tin imported comes from the United Kingdom, only a small quantity being supplied by Belgium.

**Agricultural  
machinery.**

A large dealer in agricultural machinery and implements states that about 90 per cent. of the goods imported by him come from the United Kingdom, and that they tend to increase year by year, especially agricultural machinery. The remaining 10 per cent. come from the United States.

American reaping machines are preferred, because they are much lighter, and the malleable castings are of a better quality than the British make. They require only two native horses to work them. The average annual American arrivals are about 50, whilst the British machine is hardly ever seen.

American horse-rakes and hay-forks also find more favour, because they are much cheaper.

Ploughs are chiefly from England, but the wooden handles are ordered from the States, owing to cheapness, and fitted on here. In this way the plough is successfully sold. The American plough called "Oliver" is the only one that appears to compete with the English make. Prices vary from 1*l.* 1*s.* to 1*l.* 15*s.*

The only other direction from which competition comes is from a recently introduced Greek plough made entirely of iron, but which sells very slowly.

The steam threshing machines and portable engines imported are exclusively English and give entire satisfaction. American sets have been introduced, but have proved failures in comparison.

The bulk of machinery required for the stone plant of flour mills has hitherto been made locally, the stones, complete, being imported from France. Since the gradual adoption of the roller system, the special machinery has been brought from Zurich and Leipzig, but the newer system introduced by a firm in England appears to be getting into favour, and several mill-owners have changed their foreign plant in favour of the British manufacturer.

Grain cleaning machinery for farm and flour-mill use is generally made locally, but a certain amount is imported from the United Kingdom and France, preference being given to the British article notwithstanding the higher price.

**Pumps.**

An important ironmonger says that in pumps, used on a large scale in Smyrna owing to the abundant artesian wells, the United States article meets with a decided preference owing to the knack Americans seem to have of making pumps of a suitable power but low price.

**Stoves.**

British iron stoves hold their own against those of Germany and France.

**Clocks and  
watches.**

No data are available to show whether British clocks and watches ever competed in this market, but according to a recent article in a local trade journal, the Swiss, German, American and French are the only makes represented, to the complete exclusion of the British article, in the annual average imports of 8,000*l.* worth of gold and silver watches and 2,000*l.* worth of clocks of all kinds. It is estimated that Switzerland sends most of the watches and Germany the bulk of the clocks. The watch that sells best is a silver hunter described as "English," which leads to the natural supposition that the English make

was once known here, and, in clocks, the "Regulator" comes next to the "alarums" in public favour. The prices are as follows:—

				Prices.	
				From—	To—
				s. d.	s. d.
Metal watches	..	..	..	3 4	8 0
Silver	"	..	..	10 0	16 0
Gold	"	..	..	15 0	72 0

An impetus has been given to the sale of cheap watches in the interior by the recent railway extensions, and it might perhaps be worth while for British makers of the cheap article to study this market.

The cash terms are a discount of 2 to 3 per cent. for watches and from 4 to 5 per cent. for clocks, and are sometimes stipulated as payable on receipt of bill of lading, whilst the credit terms are six months from date of bill of lading for watches and four to 5 months for clocks, acceptance of bill being obtained after reception and inspection of goods.

In the case of watches the buyer takes the risk and expense of transport, but for clocks the seller undertakes to deliver at a seaport.

An importer of the common class of glass and earthenware states that formerly he used to import more from the United Kingdom than he does now, but French goods have almost entirely displaced the British articles owing to their low prices, although the greater part of the superior class of chinaware is British. Glass and earthenware.

The annual imports of earthenware are estimated at about 10,000L, of which the Staffordshire factories supply only one-tenth, the bulk coming from France, especially Sarreguemines, owing to lowness of price and the quality of the goods, and Belgium, whilst Italy figures for a smaller share than England.

As solidity and special care in packing are essentially necessary for successful business in this article, it may be useful to note that, whilst the foreign shippers employ huge solid casks, a mode of packing apparently preferred by local buyers, our trade generally send their goods in crates. It must also be remembered that the custom-houses in this country are not provided with adequate machinery for manipulating heavy cases, and that native porters are not noted for careful treatment of breakable goods. Personal experience has shown that British export houses do not always take sufficient care in the packing of breakable goods.

One of the most important druggists in Smyrna states that, Drugs. whilst formerly he imported largely from Germany, for the last

four or five years he has been giving the preference to British drugs, notwithstanding the higher prices ruling, as there is no denying their superior quality, which the public do not mind paying for even though, as in some cases, it is just double.

In the interior, however, the people are too ignorant to distinguish between good and bad medicines, and prefer paying low prices; consequently there is still a certain demand for German and French medicines.

The British imports would increase if the vexatious customs restrictions against patent medicines (referred to at p. 15 of this report) were removed.

**Tea**

The bulk of the tea imported into Smyrna, which reaches about 10,000*l.* per annum, comes from China and India via the United Kingdom. It is known in the trade as "blended," and its consumption though not universal, owing to the native preference for coffee, is decidedly increasing every year; retail prices vary from 2*s.* 6*d.* to 3*s.* per lb.

The example of Russian and French competitors in selling tea in tins, containing small quantities of from  $\frac{1}{4}$  lb. to 3 lbs., with attractive covers, is not to be disdained.

**Confectionery.**

The following particulars regarding the business in confectionery supplied to a Chamber of Commerce at home, may not be out of place:—

The business to be done in the confectionery line is not very important, but as the article in question has a fair amount of consumption in this country, there are reasonable grounds for supposing that the business in the British article can be extended.

The method of payment generally adopted by local firms is based on a credit of three to five months from date of invoice; for liqueurs it is eight to nine months.

In some cases cash payments are preferred, with proportionate discount.

The principal British importations are biscuits (all kinds), chocolate, cocoa, sugar-plums, peppermint lozenges, jujubes, also cardboard boxes and "bonbonnières."

**Hints to  
British  
traders  
Position of  
British trade.**

Notwithstanding the apparent disinclination of first-class British manufacturers to depart from their well-known aversion to produce inferior articles, merely to satisfy local preference for cheap goods, and the general prudence shown in withholding indiscriminate credit, the British import trade with this important market has, as a whole, held its own, though there may be a backward tendency in some directions.

The recommendations that have been made for some years past in Consular reports and recorded, in 1898, in a Parliamentary paper, need not be repeated here, but the following remarks on certain points suggest themselves as specially applicable to Smyrna and may, it is hoped, assist British manufacturers to counteract, to some extent, foreign competition.

**Commercial  
travellers.**

The comparative neglect to employ the services of experienced commercial travellers as a means of pushing British goods is proved, so far as this market is concerned, by the fact that out of

an average of 700 commercial travellers visiting Smyrna annually, only 70 are British, whilst the German, French, Austrian, and Italian average over 100 each.

It is possible that some of the foreigners represent British firms, but the bulk come for Continental establishments of all sorts.

The only explanation that can be advanced for this seeming want of enterprise is that, the bulk of the import trade in the staple articles of British manufacture being in the hands of important local native firms of long standing who have their representatives in the United Kingdom, their knowledge of the requirements and the tastes of the local market, and through their native agents, those of the more remote markets, is greater than would be acquired by travelling agents, who would make little headway in the interior unless they could speak Greek or Turkish.

In those branches of trade not represented by agents, and where a real desire exists on the part of manufacturers to adapt themselves to local tastes and requirements, periodical visits of travelling agents would undoubtedly be found remunerative, but a thorough knowledge of French and an abundant supply of samples are indispensable to success.

The uselessness of circulating catalogues in English with English prices and measurements or weights, appears to be gradually appreciated, though still kept up to a certain extent. Catalogues.

Experience at this Consulate shows that applications for catalogues by would-be purchasers here are few and far between, owing no doubt to their inability to read English or to understand the values. The principal language of the people directly or indirectly engaged in trade is Greek, but French is widely spoken in business circles, as it is taught in every school. At any rate price catalogues in the latter language would be of more use than English, and the quotation of prices, so as to include insurance, freight, and packing, would be found a most useful help in securing local buyers.

The practice of applying to this Consulate for names of local firms dealing in particular goods, or for information about special branches of trade, whether of export or import, or for names of persons suitable to act as agents, is followed to an appreciable degree by British houses with no connections here, and is encouraged; but, from the fact that the average of such applications for the last three years has been only 36 per annum, it is evident that this course is not as generally followed as might be expected from the amount of business there is to be done with this market. The undoubted utility of having representatives who would collect orders and receive payments here instead of obliging local purchasers to buy and pay in the United Kingdom, is also overlooked to a great extent. Local representatives.

Though the policy of granting fair terms of credit adopted by some of our competitors, especially Germans and Austrians, is not to be altogether discouraged in view of the keen competition Modes of payment.

going on, it is advisable that reasonable precautions should be taken to ascertain the standing of unknown customers. The principal financial establishments at Smyrna have always shown willingness to afford the necessary information when applied to by "bonâ fide" business firms. Besides which, there is the British Chamber of Commerce at Constantinople, with its correspondent at Smyrna, to whom application can also be made if necessary.

The mode of payment for goods supplied, where no special agreement exists, depends, of course, on the nature of each article. The usual mode is either payment on receipt of bill of lading, or on delivery and inspection of goods, in which case a discount of 1 to 6 per cent. is allowed, or else by bill or bills acceptable against receipt of bill of lading, or on delivery and inspection of goods, and payable at from one to nine months after acceptance.

In connection with this mode of payment it must be remarked that, in the case of payment or acceptance of bill after delivery and inspection of goods, this inspection does not take place at the custom-house, but in the purchaser's warehouse, where the goods may have been lying several days without any guarantee, except the customer's honesty, that they had not been tampered with.

Under these circumstances the terms that appear advisable, where satisfactory information as to a purchaser's business morality has not been forthcoming, and where the granting of reasonable credit is demanded, is payment by bill or bills acceptable on receipt of bill of lading, to be forwarded to a local bank for delivery to purchaser on acceptance by him of bill or bills, which would be left at bank till maturity for further action, the bank charging a small commission for its services.

Recovery of  
debts.

This hint has been suggested by the numerous applications (there were over 20 in 1899) received at this Consulate from British firms for advice and assistance in connection with the recovery of debts (in one case amounting to nearly 1,000*l.*), and which during the last three years have shown a tendency to increase rather than to diminish, not to mention the many other similar cases that undoubtedly must have arisen, but where the disinclination to incur possible legal expenses have deterred creditors from attempting to recover amounts due from probably insolvent debtors.

As the defaulters appear, with very few exceptions, to be natives, and, therefore, not amenable to the jurisdiction of a British Consular Court, the choice of the legal practitioner into whose hands the creditor's interests are placed is a matter for precaution.

Imitation of  
trade marks.

There can be no doubt that, were it not for the barefaced imitation of British designs and trade marks, our competitors would not find it so easy to oust certain classes of goods that have acquired a preponderant position in this country. Recent successful legal proceedings in two or three cases in local courts, in connection with trade marks, will no doubt act as a deterrent for the future in the line specially affected, whilst, as has already been visible in some articles, a reversion to higher class of British goods may be expected to gradually take place.



The custom-house at Smyrna, the most important in Turkey after that of Constantinople, proved itself, in the autumn of 1897, altogether incapable of coping with the steadily increasing trade of the place, and a state of utter chaos obtained during the busy months of that year, causing serious delays and consequent losses to all concerned, necessitating intervention in official quarters with a view to removing the difficulties under which the shipping and trading communities suffered. Custom-house.  
Defects.

The confusion was shown to have been due (1) to defects of a purely administrative character, (2) to insufficiency of space, and (3) to the lack of sufficient clerks and porters.

Certain measures of a provisional nature were then adopted, but, if there have since been no serious complaints on the score of delay, the permanent efficacy of these measures is doubtful in view of the steady annual increase of both imports and exports, and the remedies demanded on behalf of the interests involved will have to be adopted sooner or later.

In addition to this, importers are continually subjected to minor customs regulations of a vexatious nature, for the enactment of which the Customs Department, though not primarily responsible, is inclined to interpret their execution narrowmindedly, and create endless trouble and annoyance. Vexatious regulations.

An application, made and reiterated by this Consulate, for a complete list of all articles of import subject to any special formality or prohibition, having remained unnoticed, the following notes, based on some of the multitudinous cases dealt with here, may be of some use as a warning to importers. Articles specially affected.

The outbreak of the plague in India was the cause of various prophylactic measures by the Health Board, but the only remaining one that is sufficiently important to British trade is that affecting the importation of jute bags. If manufactured in the United Kingdom, and no suspicion is raised as to their coming from any infected district, they are admitted free, whether old or new. But if of British Indian manufacture, and transhipped at a British or Mediterranean port, they, whether new or old, must be accompanied by the certificate of a competent customs, sanitary, or other local official of such port, testifying to their having been disinfected or transhipped in free pratique. Jute bags.

The failure to comply strictly with this requirement has been the source of much vexation.

The interdiction of 1881 against the entry of ham, bacon, sausages, and lard from the United States, after being allowed to lie in abeyance for some years, was suddenly resuscitated in 1897 without notice, and is still enforced. It is consequently necessary that consignments of such goods from the United Kingdom should be accompanied by a certificate of British origin, legalised by a Turkish Consul in the United Kingdom, or, in the absence of such official, by the mayor or the local sanitary officer. Ham, &c.

Pharmaceutical products, and medicinal substances in general, are the object of vigorous examination, and any article that can in the remotest way be connected with any kind of explosive is confiscated, while a more or less arbitrary elimination of patent Medicines.

medicines is enforced. Pending an issue to the efforts being made to remove these obstacles, intending importers, when not specially instructed by their correspondents here, would be wise to ascertain whether any of their goods intended for shipment to this market are liable to be stopped.

**Fire-arms.**

The entry of rifles and revolvers and loaded cartridges is strictly prohibited, and it is only quite recently that shot-guns and their appurtenances, such as percussion caps, as well as fancy arms, were allowed in.

Travellers carrying revolvers are subjected to great annoyance owing to their ignorance of this prohibition.

**Telegraphic appliances.**

Any article that can in any way be connected with telegraphy is prohibited, even the ordinary cells used for batteries of electric bells. The elaborate electrical appliances of the surgeon of an important hospital have been rendered useless owing to the customs passing all the appliances with the exception of the cells, which they have stopped because they resemble similar articles used in the telegraph office. Another party bringing a small quantity of telegraph wire to be fitted up as a lightning conductor over his factory, was obliged to re-ship the same, as it was similar to the telegraph wires in use.

**Tobacco, &c.**

The importation of tobacco, salt, and gunpowder by private individuals is strictly forbidden.

**Books.**

Whether entering with other goods, or with travellers' luggage, all books are seized and submitted to a rigorous censorship. If the slightest allusion to matters considered objectionable on political or religious grounds is discovered, they are confiscated, if obliteration or removal of the displeasing pages is considered insufficient.

**Newspapers.**

All foreign newspapers, being under a more or less permanent ban, are simply confiscated, and seldom returned to the owner, who generally finds the trouble of recovering them greater than their worth.

**Advertisements.**

Trade advertisements must be carefully worded and illustrated so as not to hurt the sensitiveness of the censor's religious or patriotic susceptibilities.

**Trade marks and designs.**

For similar reasons, great care must be taken in the choice of trade-marks and designs. Portraits of persons are considered most objectionable. The most recent case in point was when a large native importer of Manchester goods had the idea of adopting his own likeness as a trade-mark, and a large consignment arriving here with his likeness pasted on each roll, he was compelled to submit to the delay caused by the necessity of removing the portraits before the goods were cleared. The objection in this case could only be accounted for by the supposition that a fear was entertained that this enterprising tradesman might be aiming at popularity amongst a certain portion of the Sultan's subjects, of which he was a member, with views subversive to established order.

Somewhat similar reasons caused the stoppage of a parcel of handkerchiefs printed with the likeness of personages of whose existence it is apparently considered undesirable to remind natives of this part of the Empire.

Another case was that of some small tables of Oriental pattern, the entry of which was prevented because the name of the Almighty was carved on them, together with certain profound theological sayings which it was thought unwise to propagate.

But the climax of customs vexations was reached last summer <sup>Safes.</sup> when the suspicion and over-zeal of the officers required that the plate forming the door of a safe should be unscrewed on the chance of discovering arms or ammunition stowed away in the empty spaces.

The steady annual increase in the total aggregate tonnage of all <sup>Shipping.</sup> shipping visiting Smyrna was kept up in 1899, the returns for which year show a total increase on the 1898 figures of over 150,000 tons; in this improvement British shipping participated to the amount of over 40,000 tons, the two other advances being under the Italian flag by 40,000 tons, and the German by 27,000 tons, thus maintaining the development that has been going on in recent years under the latter flag, rising from 5,000 tons, recorded in 1889, to 90,000 tons. <sup>General improvement.</sup>

The heavy tonnage of most of the other nationalities represents subsidised mail-boats of large tonnage visiting Smyrna at regular weekly intervals whether they bring and take cargo or not.

Another feature in the shipping trade has been the increase of Greek tonnage by the gradual transition from sail to steam by which the average per vessel is now 300 tons in the place of 225 tons five years ago.

The British increase in 1899 is accounted for by the placing <sup>Increase of British tonnage.</sup> under the British flag, in April of last year, of the steamers of the "Khedivial" Steamship Company of Alexandria, which runs fast weekly mailboats to and from Alexandria and Constantinople, calling at Smyrna both ways, in competition with the large Russian and other small passenger boats.

The long-existing communications between Smyrna and the United Kingdom have been kept up by the "Cunard," "Leyland," "Moss" and "Papayanni" Companies of Liverpool and the "Adam" and "Talbot" lines of London.

By the boats of these companies the bulk of the export trade in general merchandise from the United Kingdom to Smyrna is carried, but a sufficiently important and annually-increasing portion is carried by the fortnightly steamers of the French "Messageries Maritimes" Company loading in London.

A new service of general cargo-boats from Smyrna to New <sup>New service with United States.</sup> York and vice-versâ was inaugurated in February, 1899, under the auspices of the United States Consulate, acting in conjunction with his colleagues in other Mediterranean sea-ports, with the ostensible object of avoiding the delays and extra charges consequent on transshipment at Liverpool of goods destined for the American continent and in order to secure better rates of freights from the States to this market.

During the past year there have been only eight boats that

visited this port in connection with this service and they were mostly under the British flag.

The quantity of American goods landed here by these steamers was insignificant, whilst cargoes carried away consisted chiefly of minerals amounting to about 2,600 tons; other goods being wool (950 bales), skins (300 bales), opium (244 cases), dried fruit (140 tons), oil (50 barrels), and carpets (16 bales).

Increase of  
German  
tonnage.

The German tonnage represents the steamers of the "Deutsche Levante" Company of Hamburg, which run fairly regularly between Hamburg, Antwerp, Constantinople and the Black Sea and vice-versâ, calling at Smyrna both ways, and which have special arrangements with the German railway companies both in Germany and in Turkey for the through carriage of goods both ways, a facility greatly appreciated, particularly by small traders. Though these boats may be said to have relieved British tonnage of a part of the carrying trade between Smyrna and the above-named Continental ports, the proportion of the aggregate amount of German cargoes, carried either way, to the total German tonnage is much smaller than the proportion of British cargoes to British tonnage; seldom, if ever, does a German vessel discharge or load a full cargo in this port.

The same remark applies generally to all the other flags enumerated in the annexed returns.

British pre-  
ponderance.

In other words British shipping appropriates, as it has always done, the largest share of the "freights" of this port, especially as regards exports which equal that of the shipping of all the other nations combined. With the exception of the regular foreign lines (mostly subsidised), very few, if any, steamers under a foreign flag visit Smyrna and consequently, when trade is brisk, these foreign lines have to charter British vessels to fill up their requirements.

An abortive attempt was made in 1899 by a French firm to run regular steamers under a non-British flag to Spanish and French Atlantic ports, but of the two steamers bought ostensibly for that purpose one is now employed as a "tramp" and the other has been resold.

Disappearance  
of Danish  
tonnage.

The only noticeable falling-off is in Danish tonnage, which has been reduced from 20,000 or 30,000 tons annually to 3,000 tons. This is accounted for by the fact that a Danish line of steamers regularly filling up here for the Baltic and Antwerp was unable to retain the Antwerp freights against the competing German and Belgian boats which divided the Antwerp cargo and discouraged the Danish boats from coming here.

Freights.

The freights to the United Kingdom throughout the year 1899 ruled as follows:—

RATES of Freight per Steamer from Smyrna during the Year 1899.

Articles.		London.			Liverpool.			Other Ports.		
		Average.	Minimum.	Maximum.	Average.	Minimum.	Maximum.	Average.	Minimum.	Maximum.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Barley	..	2 1½	1 6	2 3	2 1½	2 0	2 3	2 4½	2 0	2 6
Beans	..	2 7½	1 9	2 9	2 1½	2 0	2 3	2 10½	2 3	3 0
Valonia	..	16 3	15 0	17 6	20 0	20 0	20 0	17 6	15 0	20 0
Fruit	..	25 0	..	..	25 0	..	..	25 0	..	..

SMYRNA.

- The rates of freight from Smyrna to the United Kingdom are governed in most part by the Black Sea and Danube rates.
- Lighterage.** The lighterage facilities at Smyrna are represented by 275 lighters of an aggregate carrying capacity of 19,000 tons. There are also about 15 small tug-boats.
- Railways.** Until 1894 the two railways, *i.e.*, the Smyrna-Aidin and Smyrna-Cassaba lines serving this important seaport belonged to British companies possessing an aggregate capital of over 5,000,000*l.*, with a total length of about 470 miles.
- Smyrna-Cassaba Line.**
- Extension to Afium-kara Hissar.** In 1894 a French syndicate obtained a concession for extending one of them, *i.e.*, the Smyrna-Cassaba line from its inland terminus at Atascheir to Afium-kara Hissar, a distance of 156 miles, which was completed in 1898, thus effecting a junction with the Anatolian (German) Railway extension to Koniah.
- In the meantime the Smyrna-Cassaba line passed into the hands of the same French syndicate in December, 1897.
- Smyrna-Aidin Line.** In the spring of 1899 the Anatolian Railway which, by its extensions to Koniah, practically barred the way to any extension of the Aidin line in the direction of its natural goal (Koniah), made proposals to that company for an amalgamation of the two lines with a view to the conveyance of the Koniah produce to Smyrna along the Aidin Railway, the projected extension of which to Tchai (70 miles), to join the Anatolian system, the German company would in such case no longer oppose as it had so far successfully done. The British Board declined the German proposals and proceeded to "set its house in order" by reconstructing the bonded debt of the company necessitated by its financial state which had suffered from successive years of unsuccessful depression due to a failure of crops and the consequent heavy loss of receipts.
- Agreement between "Cassaba" and "Anatolian" companies.** Upon this the German company went over to the French side with proposals of a nature which will not only secure a working tariff for the carriage of goods over the two systems, but have also resulted in a participation of French capitalists in the important concession recently granted to a German syndicate for the extension of the Anatolian Railway from Koniah to Baghdad, in which British capitalists have not seen fit to participate though an equal share appears to have been offered them.
- Miscellaneous.** The only important new public works created during the last three years were those of the Belgian company for the supply of water to the town of Smyrna. The concession was granted in 1893, but the works were not begun till 1896 and were to be completed in 1898, a capital of 150,000*l.* being engaged.
- Waterworks.** About 40 miles of pipes had been laid down by January 1, 1900, feeding 1,453 houses, and it is anticipated that 100 more miles will be placed in the near future. On the whole the company has reason to be satisfied with the manner in which their enterprise has been supported by the inhabitants in view of the fact that an old system of water supply already existed and that the use of artesian wells is general.
- British seamen's hospital.** The present buildings of the British Seamen's Hospital were

completed in 1897 by Her Majesty's Office of Works in accordance with the latest principles of hygiene. The new edifices are a great improvement on the old premises which were situated in an unhealthy part of the town. They permit of a greater scope of usefulness, having accommodation for 50 patients and a large staff. The number of in-patients, both seamen and civilians, during the last three years ending March 31, averaged 77, whilst the annual number of out-patients during the same period, averaged 69.

The Beaconsfield Hospital, under the auspices of the Church of Scotland Medical Mission, established in 1882 was also greatly enlarged in 1899 so as to increase its beds from 11 to 32. The returns for the past three years show an annual average of 78 in-patients and 16,322 out-patients, all treated gratuitously.

The Ottoman Gas Company, a British enterprise, instituted in 1862, had its concession extended in 1897 for 40 years. The capital invested is over 90,000*l.* and, whilst supplying an average annual consumption of 70,000,000 cubic feet of gas, it has 53 miles of main pipes laid down, feeding 1,760 street lamps and most of the best private houses.

The Smyrna Rest, which is also a British institution, though worked on a religious basis and entirely supported by voluntary contributions, acts also to a great extent as a sailors' home and has continued to be highly appreciated by British seamen to judge from the published returns, which show an average annual attendance of about 6,000 seamen during the last three years.

The losses sustained through fires in Smyrna and immediate vicinity during the last five years amounted to an annual average of 24,600*l.* Two-thirds of these losses were incurred by the British offices represented at Smyrna which, with a certain number of foreign offices, support a fairly efficient fire brigade, and adhere to a tariff regulating the risks to be covered and the rates to be charged, the remaining one-third falling on companies that do not support the fire brigade.

It was found that the competition of certain foreign companies which, though in some cases supporting the fire brigade, did not adhere to the tariff agreement, was getting too serious, and, in February last, it was decided, on the initiative of the British offices, to suspend the tariff agreement and to accept risks at whatever rate each company might think proper.

This step of the British offices has no doubt been prompted by a reliance on a preference being given to them owing to the prestige enjoyed by first-class British insurance offices, but, on the other hand, there is a fear that the risks that are likely to be indiscriminately accepted in order to effectively compete against the less serious foreign offices and amongst themselves, will only tend to encourage incendiarism. The fact that in the purely Turkish quarters of the town, where comparatively few houses are insured, the number of fires is almost nil, tends to strengthen this opinion.

A plan that suggests itself as likely to keep a check on indiscriminate acceptance of risks, though it would probably act



more in the interests of the home offices than in those of their local agents, is that of remunerating such agents on a basis of a participation in net profits in lieu of the present system of payment of commission on amount of policies.

The suspension of the pact as regards tariff should not necessarily, as is threatened, lead to the dissolution of the fire brigade alluded to above, not only because of the real services rendered, but also owing to the difficulties that would be encountered should its reorganisation ever be found desirable in the interests of the companies.

Arrangements with the new Belgian water company for a practically unlimited supply of water by hydrants is strongly recommended as it would place the fire brigade on a still more serviceable basis than it is at present.

British  
postal service.

The Smyrna agency of the British General Post-Office was enlarged in 1898 owing to steadily increasing business proved by the returns furnished to the Postmaster-General. Besides the transmission of letters to the United Kingdom and colonies and to other parts in the Levant where British post-offices are established, the business includes the transmission of parcels to and from the United Kingdom, and the issue and payment of money orders to and from the United Kingdom and colonies. On March 1 last the parcel service was extended to the British post-office at Constantinople, thus meeting a great want.

Annex A.—RETURN of Principal Articles of Import to Smyrna during the Years 1897–99.

Articles.	Value.		
	1897.	1898.	1899.
	£	£	£
Manufactures: textiles of all kinds and yarns .. .. .	1,140,925	1,356,051	1,197,147
Colonial and agricultural produce ..	310,229	394,484	431,325
Minerals, coal and petroleum.. ..	122,261	175,782	208,369
Hardware and kindred goods.. ..	125,363	135,213	122,231
Wood, timber, and goods manufactured therefrom .. .. .	44,917	75,390	70,386
Alcohol and alcoholic drinks.. ..	60,591	32,164	66,329
Jute bags and hemp-goods .. ..	55,089	64,476	55,331
Paper, printing material, &c. .. ..	24,391	32,135	51,650
Drugs, chemicals, &c. .. ..	63,677	62,050	48,857
Glass, glassware and china .. ..	43,816	42,341	48,547
Leather, &c. .. ..	88,259	53,581	38,422
Sundries .. .. .	172,197	254,331	224,291
Total .. .. .	2,251,715	2,677,948	2,562,885

## Annex B.—RETURN of Principal Articles of Export from Smyrna during the Years 1897–99.

Articles.	1897.		1898.		1899.	
	Quantity.	Value.*	Quantity.	Value.	Quantity.	Value.
Antimony ... .. Tons ...	118	£	1,153	12,140	851	13,011
Barley ... .. "	130,400	...	89,470	347,610	84,082	340,512
Beans ... .. "	24,956	...	13,500	140,000	8,739	53,644
Carpets ... .. Bales ...	5,424	...	5,561	336,500	5,352	301,050
Chrome ... .. Tons ...	135	...	1,730	4,840	97	373
Cotton ... .. "	3,801	...	988	45,070	3,296	133,134
Cotton-seed ... .. "	8,552	...	4,307	15,800	6,221	21,138
Emery ... .. "	8,128	...	12,204	35,146	16,051	56,742
Figs ... .. "	8,795	...	2,307	139,627	8,078	341,557
" Hurdles (inferiors) ... .. "	11,677	...	3,026	38,950	5,032	68,690
Hides and skins ... .. Pieces ...	838,993	...	1,042,724	31,223	1,229,076	40,125
Liquorice—						
Paste ... .. Tons ...	324	...	931	24,525	673	18,816
Root ... .. "	4,839	...	10,898	61,000	11,938	77,698
Olive oil ... .. Gallons...	765,836	...	170,688	16,000	478,690	45,668
Opium ... .. Lbs. ...	487,600	...	456,288	277,144	357,609	232,662
Seals—						
Sultana ... .. Tons ...	27,696	...	21,495	660,620	34,887	842,960
Red ... .. "	5,262	...	3,142	67,401	6,701	134,329
Black ... .. "	16,099	...	12,865	92,708	11,038	71,117
Sesame-seed ... .. Cwts. ...	47,120	...	60,120	30,349	54,360	41,726
Sponges (transit) ... .. Lbs. ...	...	...	447,440	33,825	470,473	36,627
Tobacco ... .. Cwts. ...	5,480	...	19,520	74,063	19,940	140,294
Valonea ... .. Tons ...	55,267	...	49,247	453,900	62,914	441,131
Wine ... .. Gallons...	201,256	...	359,968	14,215	864,296	32,000
Wool ... .. Cwts. ...	3,280	...	3,400	5,936	13,060	26,286
Sundries ... .. "	...	...	...	336,107	...	171,559
Total ... .. "	...	...	...	3,291,529	...	3,782,781

\* Unobtainable.

## Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Smyrna during the Year 1899.

Country.	Value.	
	Exports.	Imports.
	£	£
Great Britain .. ..	2,194,600	1,071,325
Austria-Hungary .. ..	442,350	483,685
France .. ..	243,049	261,100
Germany .. ..	218,036	88,808
Italy .. ..	173,017	181,716
United States of America .. ..	156,647	19,274
Holland .. ..	144,990	55,637
Russia .. ..	121,988	139,447
Belgium .. ..	24,422	73,420
Australia .. ..	20,812	..
Roumania .. ..	17,063	75,922
Greece .. ..	13,561	29,035
Bulgaria .. ..	3,089	41,109
Other countries .. ..	9,157	42,406
Total .. ..	3,782,781	2,562,886

Annex D.—RETURN of all Vessels that Entered the Port of Smyrna during the Year 1899.

Nationality.	Steam.		Sailing.		Total.		Remarks.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British ..	379	368,412	8	120	387	368,532	Almost all cargo boats
Ottoman ..	493	254,725	3,234	68,048	3,727	322,768	Steamers, mostly mail boats
Russian ..	188	366,386	..	..	188	366,386	All subsidised mail boats
French ..	185	313,513	..	..	185	313,513	Almost all subsidised mail boats
Austro-Hungarian ..	202	250,497	2	446	204	250,943	Steamers, almost all subsidised mail boats
Greek ..	445	171,999	198	19,196	643	191,195	Steamers, almost all mail boats
Italian ..	111	146,026	20	4,962	131	150,988	Steamers, nearly all subsidised mail boats
German ..	64	90,195	..	..	64	90,195	Mostly general cargo boats
Other countries ..	81	78,100	146	4,868	227	82,968	
Total ..	2,148	2,039,853	3,608	97,635	5,756	2,137,488	
" 1898 ..	1,935	1,872,398	4,109	113,425	6,044	1,985,823	

NOTE.—The above table does not include vessels under 30 tons or the small Turkish coasting steamers.

## ADALIA.

Mr. Vice-Consul Keun reports as follows for 1898:—

As compared with 1897 the difference in the amount of the Shipping. gross tonnage entered and cleared is slight, the figures standing:—

Year.	Sailing.		Steam.	
	Number of Vessels.	Gross Tonnage.	Number of Vessels.	Gross Tonnage.
1897 .. ..	371	24,623	134	59,613
1898 .. ..	368	24,612	147	61,436

About 70 per cent. of the sailing vessels carried timber, firewood, and charcoal to Egypt, 10 per cent. exported the same goods to Syrian ports, and 5 per cent. loaded flour in bags for the Ottoman Archipelago, Cyprus, and Beyrouth, whilst the remaining 15 per cent., craft of from 5 to 10 tons burden, traded in local produce with our adjacent coasts.

The two Italian craft which cleared in the month of June, 1898, were fishing smacks from Trani (Italy), and came to exercise their calling, which they did with good profit, fish being plentiful, and sold at a price convenient to the poorer population of the town.

Of the steam vessels which entered and cleared the port, those of Messrs. P. Pantaléon and Co. (Greek flag), and of Messrs. Hadji Daout Farkou (Ottoman flag), belong to firms of the same name at Smyrna and ply weekly between that port and this, calling at all intermediate ports and islands, they carry goods to and fro and do a considerable traffic in passengers. These companies, whilst competing against each other, manage notwithstanding to do business, and very probably to thrive also on it owing to the economical way they are worked; which circumstance, coupled with the good choice of agents, led to their completely ousting in 1893 the two British companies, *i.e.*, Bell's Asia Minor Steamship Company of Glasgow, and Messrs. Geo. Joly Victora and Co. of Smyrna, both of which had worked these coasts for many years before. The Mahsoussé Company are Ottoman Government steamers, combining trade with military transport and duty, being occasionally transformed into men-of-war; for this reason they are rather irregular in their movements which is a considerable hindrance to their trading operations.

Imports of general merchandise valued at 95,608*l.*, compared with 1897, show a decrease of 6,152*l.*, arising in the first place from the heavy deposits of coffee in hand, valued at 2,900*l.*, at the end of the year and sold in 1898. There was also a decrease in the value of general manufactured goods such as cottons, chintz, cloth, silks, and woollens amounting to about

Imports.

3,400/. On other articles imported the fluctuations do not show noticeable differences. About 80 per cent. of the imports are of British manufacture. Germany comes next with about 8 per cent., France and Austria-Hungary contribute each 5 per cent., and Greece 2 per cent. None are imported direct from their place of origin; all are purchased at Smyrna and Constantinople where Adalia merchants resort for the purpose. Thus it happens that consumers have to pay a much higher price than they would if the goods had been imported direct. The local merchants lack initiative, and thus far they are fortunate that the enterprising German has not yet stepped in to reap the advantage of employing more economical ways and means.

**Exports.**

Exports for the same period, valued at 203,600/, show a decrease of 19,995/ compared to those of 1897, which is attributed to the cereal crops giving less produce in 1898 owing to the scarcity of rains in the proper season. They have been disposed of as follows:—

Wheat, flour in bags, chick peas, live cattle, sheep and goats, kidney beans and 50 per cent. of the bran went to the islands of the Archipelago; 80 per cent. of the timber, firewood and charcoal was taken by Egypt, and 20 per cent. by Syrian ports; live mules and half the bran went also to Egypt. The province of Damascus in particular, and other districts in the interior, have drawn about 450 horses (brood mares). Sesame seed is exported to Marseilles, Trieste or Odessa, according to the better price offered.

Cocoons go to France and Italy; Smyrna takes wax, galls, raw wool, maize, barley, goat-skins, salep and valonea.

Very little is exported direct to Europe; the ignorance of languages by the local merchants and their lack of initiative consequent thereon has much to do with it. Their correspondence is couched in Greco-Turkish, *i.e.*, Greek letters and Turkish language. The only European tongue employed in commerce is Greek, and occasionally French. Scarcely any of them understand anything about advertisements, circulars, price-lists, and catalogues of European countries, which is also a drawback to their communicating direct with Europe.

**Harbour.**

The port of Adalia. lat. 36°55' N., long. 30°47' E., is situated at an angle in a flat terrace of limestone in a cliff about 100 feet high, in which a small opening constitutes the port, which does not admit more than three or four vessels of 100 or 120 tons burden at a time, the depth of water being from 7 to 10 feet. The anchorage in the roadsteads is 15 to 20 fathoms. No pilotage exists, and the place is dangerous during the winter months when it blows a gale from the south. A lighter of ballast costs 6s. The health and lighthouse dues are 1*d.* ( $\frac{1}{2}$  *pias.*) each per ton register.

**Industries.**

There are no special industries in the country, the Christian (orthodox) community being notoriously the most backward to be met with in the south of Asia Minor, though lately they seem to have awakened to the necessity of enlightenment by despatching

a batch of 10 children to a college at Samos, thus following the example of some of the notables who have sent their sons to Constantinople or Athens for educational purposes.

The public health is good, though the houses are somewhat damp owing to the abundance of water running in the streets of the town. **Health.**

There are no mines in the district. Some chrome and manganese ores are dug and blasted out of streaks of the mineral appearing on the surface of the soil where it is found. The ore, sold to Smyrna firms, is exported to England from the port of Finika or its neighbourhood, a distance of 30 miles from this place. **Mines.**

No factories exist, and there are no public works, and none are likely to be undertaken for the present, but the Government does all it can to improve means of communication by repairing bridges and roads, and constructing and maintaining in good order the existing telegraph lines to the different centres of the province. **Public works, &c.**

The goods imported serve only for the needs of the district, and all exports are produce of the soil; no goods are re-exported or introduced from beyond its boundaries.

Agriculture is the principal resource of this district and employs some 30,000 hands in its operations; all modes of work and appliances are primitive, wooden ploughs being made by the hand of the peasant. No machinery is employed, and no initiative whatever for improvement is shown, even by the richest and most intelligent farmers and estate proprietors, who about three years ago completely failed to appreciate the advantage to be derived by the introduction of the latest mowing and reaping machines, rakes, ploughs, &c., with which implements some very extensive and costly trials were undertaken and carried on in public on an estate adjoining the town by an agent who spent about 70*l.* for the purpose. Another drawback is that a good many of the rivers and watercourses in the province flow somewhat below the level of the country they traverse, and nothing is done by the riverside proprietors—no contrivance utilised—to irrigate their fields. **Agriculture.**

The most important cereals produced are wheat, barley, maize, and sesame seed. The average yield of the crops are, wheat, 1,200,000 kilehs of Constantinople; barley, 600,000 kilehs. A fourth of each of these quantities is kept back for the next year's sowings and the remainder exported, 90 per cent. of the wheat being previously turned into flour by six water-power mills working four grinding stones each.

The production of maize is about 200,000 kilehs, of which from 6,000 to 7,000 kilehs are kept for next sowings, about 5,000 kilehs are exported, and the rest of the crop is taken by local consumption.

Sesame seed yields about 120,000 kilehs, about three-fourths of which is exported, and the other fourth kept for seed and local consumption.

<b>Tithes.</b>	The Government tithes on the whole produce of the district amount to about 40,000 <i>l</i> .T. annually.
<b>Garden produce.</b>	The town of Adalia is bounded on the south and east by about 200 vegetable gardens of an average extent of 10 deunums (acres), producing the ordinary sorts of common vegetables, melons and water melons, and sugar-cane, besides clover and green barley for animal consumption. These gardens are mostly hedged in or bordered by rows of mulberry trees, the leaves of which serve to rear some-silkworms, the annual produce of cocoons being estimated at about 6,500 okes, most of which is taken by France.
	The natural products of the district are valonea, liquorice roots, gums, galls, salep, arrowroot, and beeswax.
<b>Fruit.</b>	Fruit trees of great variety are plentiful, but the fruit yielded is generally of inferior quality: thus the district produces oranges, lemons, apricots, plums, peaches, apples, pears cherries, quinces, and figs in abundance. Chestnuts, walnuts, hazel nuts, and almonds are also to be found in small quantities.
<b>Forests.</b>	The hills and mountains in the country are well wooded. The most common and plentiful forest trees are the fir in the highlands and the pine in the lowlands, the timber of which is exported mostly to Egypt and thence to the Soudan.
<b>Cattle.</b>	The taxes levied by Government reached the sum of 22,500 <i>l</i> .T. or thereabouts for 1898 on goats, sheep, and camels only, the number of these tax-paying animals being estimated at about 80,000 goats, 60,000 sheep, and 28,000 camels. The meat consumed by the population is goat; the sheep slaughtered are very few, and only about 400 oxen were taken by the butchers. There are about 900 buffaloes, and over 100,000 ploughing oxen, and about 150,000 milch cows in the district. The estimate of mules is 2,000, horses 30,000, donkeys 70,000. No cattle are imported, but some 600 cattle and 500 goats and sheep have been exported by steamer to islands of the Archipelago, about 56 head of mules and horses have gone to Egypt, and some 450 brood mares taken overland to places in the interior down to Damascus.
<b>Cattle disease.</b>	Some sporadic cases of cattle plague and foot-and-mouth disease occurred, and are still occurring, now and then in the highlands. No notice has been given to the quarantine office, and consequently no official notification given to the Consular body. Notwithstanding this, care has been taken to note the existence of the diseases on the occasional bills of health issued for Cyprus.
<b>Rates of exchange.</b>	The <i>l</i> .T. of 100 <i>pias</i> . gold is worth 120 <i>pias</i> . current money; the silver "Medjid," 22½ <i>pias</i> .: the quarter "Medjid," 5½ <i>pias</i> .; the copper money in "beshlik" and "altilik" are worth 3 <i>pias</i> . a piece, and a "metallic," 12 paras, and all other copper pieces, each 2 paras. The <i>l</i> . sterling is worth 110 <i>pias</i> . gold, and 131 <i>pias</i> . current money, and a 20-franc piece 104 <i>pias</i> . currency.

1899.

As compared with the preceding year there is a difference of Shipping. 32 sailing vessels less entered and cleared at this port and on the total amount of gross tonnage thereof 2,330 tons less.

Of steamships, there entered and cleared 4 steamers less, but the total amount of gross tonnage is 8,096 tons over that for 1898.

The little French steamer of 36 tons register, which in June, 1899, arrived from and cleared for Beyrouth, brought over the pilgrims of the Mussulman population, who, on their return from the "Hedjaz" pilgrimage, had undergone quarantine at the Beyrouth lazaretto.

The imports of general merchandise, valued at 120,073*l.*, Imports. compared with those of 1898, show an increase of 24,465*l.*, arising, in the first place, from the importation of about 53,000 kilehs of breadstuffs, valued at 9,000*l.*, owing to the omission of the authorities to prohibit the exportation of cereals early in the year, when it was getting apparent that there was not enough left in the country for the local consumption; and secondly, through an increase of about 15,000*l.* worth of groceries, salt, tobacco, drugs, machinery, hardware, glassware and sundry goods.

The exports for the same period, valued at 152,156*l.*, show a Exports. decrease of 51,444*l.* worth of goods, compared with those of 1898, caused by the failure of the general crops through scarcity of rains and the dryness of the soil, which followed and retarded the sowings of the summer produce. Thus on wheat and barley only there was a decrease in value of upwards of 20,000*l.*, whilst flour is answerable for the remainder. The export of cereals amounted to 65,356 kilehs (Constantinople weight) and of flour 39,262 bags only, against 179,500 kilehs of cereals, and 82,200 bags of flour exported the previous year, thus producing a deficiency of 114,000 kilehs of breadstuffs and 43,000 bags of flour.

The failure of the crops through the drought, and the aridity Cattle, horses, of the grazing lands in consequence, are also the cause of the loss &c. of many valuable ploughing buffaloes and oxen which died of starvation, besides that of a considerable number of milch cows and mares; their numbers, however, cannot be ascertained, as no proper registration had been kept by the authorities in the interior.

The Government tithes are some 8,000*l.* under those levied Taxes. for 1898, and the sheep tax also fell short about 6,500*l.*

Some 1,639 head of cattle, 2,521 goats, and 579 sheep have been exported during the year to islands of the Archipelago, and 49 well chosen mules have been purchased by Government for military requisites in the Yémen.

Sporadic cases of cattle plague which existed at the commencement of the year totally ceased with the advent of spring, and since then the province has been entirely free of all epizootic disease.

There arrived during the year between 5,500 and 6,000 Cretan refugees.



Cretan refugees, mostly industrious agriculturists and hard-working people, whom the authorities are now busily employed settling on unoccupied fertile lands along the coast between this place and Alaya, giving to each head of family a two-roomed cottage and 100 "deunums" of land, a pair of plough oxen, and a further grant of 300 pias. per head of family to enable him to buy implements and seeds.

All craftsmen are to get one "deunum" of land with a two-roomed cottage in a new quarter, being built for their installation at the outskirts of this town.

There is no doubt that this new population of steady and industrious people will prove, later on, of benefit to the district and to government.

#### AIDIN.

Mr. Vice-Consul E. Hadkinson reports as follows for 1898 :—

##### Agriculture.

Agriculture in the Sandjak of Aidin is still in a primitive state and very backward, a consequence of the conservative character of the farming and agricultural population, who are averse to any innovation, however profitable it might be to them. No amount of persuasion will induce them to change the old style of agricultural implements, which their ancestors employed. It is but lately that, on a few occasions, some enterprising farmers have tried improved implements to great advantage; but, unfortunately, the demand does not progress as rapidly as one would like to see.

The yield of crops in general during the season of 1898 has been under the average owing to the exceptionally dry season, the rainfall being only 19.19 inches as against 26.45 inches in 1897. Therefore we have seen a falling-off in the yield by 30 per cent. on raisins, 50 per cent. on barley and wheat, 60 per cent. on beans, and 40 per cent. on Indian corn and white dari; but, on the contrary, cotton gave a higher yield, for the reason that more ground was put under cultivation helped by very late rains. The olive crop, too, shows an increase of 40 per cent.; still it is not exceptionally large, but might be classed as a good average one. The fig crop was less by 80 per cent., the cause of the failure being the early and late frosts killing and injuring a large number of trees.

##### Prices.

In consequence of the failure of the crops prices have in many cases doubled, and this principally for local consumption; white dari, the principal article of consumption by the native population, rose to 9 and 12 pias. per dolou of 11 okes as against  $4\frac{1}{2}$  to 5 pias. per dolou. Barley 9 to 10 pias.\* per dolou of  $8\frac{1}{2}$  okes. Figs have seen an unprecedented rise, in fact, triple to what was paid in former years. Olive oil is sold by the oke of 400 dr.; the

\* 1*l.* sterling = 123 pias.

market value is continually fluctuating, such fluctuations being caused by local demand in part but more particularly by European markets.

The district can only boast of oil pressing mills, cotton ginning factories, flour mills, and liquorice root establishments for pressing the root in bales for export, and extracting the substance of the root and turning it into liquorice paste. Of oil mills there are two situated in Tchina, three in Aidin, two in Saboudja, one in Sultan-Hissar, and one in Aktchi. Cotton ginning factories: two in Aidin, three in Aktchi, two in Nazli, one in Dalama, and one in Yenibazar. Flour mills: two in Aidin. Of liquorice root factories, one is situated in Sokia for liquorice paste, and one in Aidin for pressing bales. A few years back there were three factories belonging to the same firm employed in making liquorice paste, one in Sokia, one in Cutzarli, and one in Nazli; now there is only the one in Sokia working, the others having been closed owing to Batum on the Black Sea having commenced to export root, and there being great difficulty in drying it, a large quantity was worked for paste instead of its being worked here.

The wealth of the country in minerals is very great, but, in consequence of the difficulties met with from the Government in obtaining concessions, and the want of capital, this branch of industry remains unexplored. The only mines that have succeeded in this district up to the present are for emery.

Road communication is very defective and the greater portion of the proposed high roads are still uncommenced.

The statistics of value of crops, &c., in Aidin Sandjak are not yet available as the returns have not been made up.

There has been no addition to the number of factories or works during the course of 1897 and all, or nearly all, the olive-pressing factories have been idle owing to failure of the olive crop during that year.

Tanning is an old industry in Aidin city and used to give employment to a considerable number of hands, but, owing to want of push and reluctance to change the method of tanning and quality and style of leather manufactured, it has been dwindling for many years. There are now 20 tanneries employing about 80 hands and, with the exception of two places, their trade is still decreasing so that it is probable a few may be shut up during the current year. The proprietors of these two tanneries have changed their method of tanning, brought Greek tanners from Syra to teach the tanners here—who are Turks—are producing goods more suited to present-day requirements, and are said to be increasing their trade. They can manufacture all kinds of leather required in the country except patent leather.

Boots and shoes for native wear are also a considerable industry in Aidin city, the trade giving employment to 150 to 200 hands.

- Mr. Vice-Consul Eliopoulos reports as follows for 1898:—
- 1898.**  
**Communica-**  
**tions and**  
**ports.** In general, the export and import trade of Aivali is conducted via Smyrna. Some few British steamships, however, trade direct with the ports of this district; and it would be of great advantage were this system extended, and save at least 15 per cent. to the importers and exporters. Good natural harbours are to be found in several rich districts, and if direct railway communication were established, the country might become as prosperous as it was in ancient times. The chief difficulties in the way are: (1) the commercial interests of Smyrna; (2) the rule at present in force here that no loading or unloading operations may be carried on at night. The local producers and merchants would be most willing to trade direct with Great Britain, with which country most of their dealings are already carried on, though the competition of Germany and Austria-Hungary is serious, these countries sending frequent commercial travellers, and giving greater facilities in the way of credit, &c. Their goods also, if of inferior quality, are far cheaper than English goods.
- Public works.** No public works have been carried out recently.
- Shipping.** The tonnage of British steamships touching here has somewhat diminished, but British shipping is still far in advance of any except that of Turkey and Greece.
- Agriculture.** Much damage was done to all agriculture by the cold winter of 1897-98, and by the subsequent drought, and by a consequent plague of field mice. Olives and valonea, in particular, suffered heavily, but this was compensated for in part by the high prices obtained.
- Olives.** The olive crop, though poor, did not fail entirely.
- Valonea.** Valonea is a natural crop, and is not cultivated. At present, only the cup of the acorn is used, the fruit itself being thrown away. The cup contains 32 per cent. of tannin, but the acorn produces 16½ per cent., and it is a pity that this is wasted.
- Vines.** Luckily, the district has not yet been attacked by phylloxera. Very few American vines have so far been planted.
- Cereals, &c.** Beans, wheat, barley, sesame and cotton are extensively grown, a system of rotation of crops being followed according to the nature of the soil. Beans suffered much from a parasite.
- Forests.** Forests are much neglected, the principal one being on Mount Ida.
- Tobacco.** The regulations enforced by the Tobacco Régie, who appear to desire to stop the cultivation of the plant, interfere much with the growth of tobacco.
- Minerals.** Such mines as exist are not worked.
- Cattle, &c.** Some sheep-pox existed, and a few cases of cattle-plague were imported from Anatolia, but did not spread. Cattle and horses suffered much from want of pasture, owing to cold and drought, no provision of fodder being made for them as a rule, they being left to pick up their own food wherever they can find it.

Some agricultural machines are now imported, and the movement **Machinery.** appears to be spreading.

1899.

Imports diminished considerably in 1899 as compared with 1898. previous years, whilst exports increased both in quantity and value, especially as regards cereals, minerals, and fruit, of which **Imports and exports.** Great Britain takes the greater part. Producers are awakening to the demand of this increased trade, and are assisted by the banks, which show themselves ready to advance money to help agricultural operations.

The prosperity of the district is, however, far from what the richness of the land, the good climate and favourable geographical position would lead one to expect, and no great advance can be hoped for until the means of communication are increased, security established, and vexatious taxation abolished. Education, especially in agricultural questions, is also very backward.

An increase in the total amount of shipping is observable, but **Shipping.** British and foreign ships touching at these ports have decreased in number.

The olive crop suffered severely from cold and drought, the result of which will be felt most in 1900. **Agriculture.**

Cereals did not suffer to the same extent. **Olives.**

Phylloxera has still spared the vineyards of the district, and the excellent yield and large prices obtained from Great Britain and Russia have encouraged many vine-growers to plant the stoneless grapes called Sultaninas. **Cereals.**

The agricultural outlook for 1900 is so far very hopeful. **Vines.**

There has been no disease among the cattle in the district. **Prospects.**

**Cattle.**

Table A.—IMPORTS.

Articles.	1898.				1899.		Where from—
	Quantity.		Value.		Quantity.	Value.	
				£			
Manufactured goods, cloth, &c.	..	..	..	£	1,529	22,935	Great Britain, Germany, France, Greece
Sacks, new ..	..	1,790	25,060	2,267	101,608	1,693	Great Britain and India
Colonial goods ..	..	136,000	2,267	24,563	1,865	28,907	Great Britain, Austria-Hungary, Italy
Iron, bar and worked ..	..	1,694	11,814	344	7,740	7,740	Great Britain, Russia, Austria-Hungary
Glass and pottery ..	..	537	23,240	1,831	18,684	18,684	Austria-Hungary, Turkey
Copper ..	..	1,690	53,880	810	41,860	41,860	Malta, France, Greece
Flour ..	..	783	8,613	385	4,620	4,620	Turkey, Roumania
Fruit, fresh ..	..	346	865	459	1,147	1,147	Turkey
" dry ..	..	133	599	174	783	783	Turkey
Grain ..	..	8,856	34,704	2,908	29,081	29,081	Turkey, Russia, Roumania
Minerals, &c. ..	..	2,429	68,013	1,373	56,160	56,160	Great Britain, Italy, Russia
Tobacco ..	..	5	1,400	12	8,860	8,860	Turkey
Cheese, butter, &c. ..	..	229	9,160	178	7,266	7,266	Turkey, Russia
Vegetables, &c. ..	..	1,079	32,370	604	18,120	18,120	Turkey, Russia
Fish, and fish produce ..	..	308	3,773	296	3,108	3,108	Great Britain, Turkey, Russia
Beer and spirits ..	..	113	840	140	1,050	1,050	Austria-Hungary, Russia, Greece
Drugs, &c. ..	..	70	21,000	70	21,000	21,000	Great Britain, France, Austria-Hungary
Wood ..	..	88,300	3,679	108,200	5,160	5,160	Austria, Turkey
Sheep and cattle ..	..	6,450	8,063	4,620	5,775	5,775	Turkey, Russia
Shell fish, &c. ..	..	2	70	3	105	105	Turkey
Coals, &c. ..	..	1,448	2,817	550	983	983	Great Britain, Turkey
Hardware ..	..	191	5,780	205	6,150	6,150	Great Britain, Austria-Hungary, Turkey
Salt ..	..	45	158	84	294	294	Turkey
Soap ..	..	20	460	25	575	575	Turkey
Total ..	..	..	342,637	..	..	286,435	

Table B.—EXPORTS.

Articles.		1898.		1899.		Where sent—
		Quantity.	Value.	Quantity.	Value.	
Olive oil ..	..	7,255	177,748	6,718	188,694	Great Britain, Russia, Roumania
Soap ..	..	1,107	25,461	1,078	24,794	Turkey, Roumania, Egypt
Olives ..	..	458	1,812	98	558	Turkey
Olive refuse ..	..	6,005	4,304	5,304	5,304	Turkey, Greece, France
Cereals, &c. ..	..	4,158	37,422	4,877	58,524	Turkey, Greece
Flour..	..	1,358	14,988	1,847	22,164	Turkey, Greece
Valones ..	..	6,090	60,200	8,704	56,576	Great Britain, Austria-Hungary
Barley ..	..	10,755	59,153	10,954	62,985	Great Britain, Turkey
Fruit, fresh ..	..	1,200	3,000	1,920	4,800	Turkey
" dry ..	..	410	1,845	195	877	Turkey
Wines and spirits ..	..	82	472	87	555	Turkey
Beans..	..	1,820	9,100	2,540	18,970	Great Britain, Turkey
Cotton ..	..	39	1,014	59	1,534	Great Britain, Greece
Leather and skins ..	..	516	36,120	586	41,020	Great Britain, America, Austria-Hungary
Tobacco, leaf ..	..	46	1,288	47	1,316	Turkey, Egypt
Rags and bones ..	..	158	395	137	377	Great Britain
Pottery ..	..	481	481	298	298	Turkey
Knives, &c. ..	..	7,159	716	5,100	832	Turkey, Greece
Cattle ..	..	21,016	26,270	21,550	32,325	Turkey, Greece
Minerals ..	..	7,200	38,800	22,200	310,800	Great Britain, Greece, Italy, France
Vegetable produce ..	..	578	4,624	517	3,619	Turkey, Greece
Straw, &c. ..	..	3,980	5,970	8,290	12,435	Turkey, Greece
Cheese, butter, &c. ..	..	160	6,400	175	7,350	Turkey, Greece
Manure, &c. ..	..	1,310	398	1,580	474	Turkey, Greece
Sea-salt ..	..	12,250	42,875	11,900	41,650	Turkey, Greece
Timber ..	..	990,000	49,500	940,000	47,000	Turkey, Greece
Firewood ..	..	8,970	4,604	8,705	4,352	Turkey
Total ..	..	..	669,805	..	944,743	

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AIVALL.

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Table C.—RETURN of Shipping which Entered at the Port of Aivali during the Years 1898–99.

Flag.	1898.			1899.		
	Steam.	Sailing.	Tonnage.	Steam.	Sailing.	Tonnage.
British ..	14	...	22,207	12	...	19,080
Greek ...	213	53	28,191	174	96	10,517
Dutch ...	1	...	968	...	...	...
Italian ...	6	11	2,900	1	8	791
Samos ...	...	39	433	...	50	902
Roumanian ...	...	1	29	...	...	...
Russian ...	4	...	2,800	2	...	260
Bulvarian ...	1	...	600	2	...	160
Belgian ...	3	...	4,724	...	...	...
German ...	...	1	71	...	...	...
Turkish* ...	743	3,860	104,053	963	3,714	135,766
Austro-Hungarian	...	...	...	2	...	3,180
Total ...	985	3,965	166,866	1,156	3,968	170,656

\* Over 10 tons.

MITYLENE.

Trade and commerce.

Mr. Vice-Consul Hadkinson reports as follows for 1898 :—  
The principal trade of this place is in olive oil and soaps. During the year 1897 there was very little done in olive oil owing to the absence of demand from Europe, Tunis, which had a very large crop, having supplied the European markets at low prices, the yield during that year being 19,000 tuns of oil, averaging in price from 26*l.* 5*s.* to 27*l.* 8*s.* per tun nett f.o.b. here. The yield for the year 1898 was only 6,000 tuns of an inferior quality, which sold at from 20*l.* 17*s.* to 23*l.* 2*s.* The 1899 crop was unprecedentedly small; it showed small from the commencement, and later on in the season it was attacked by the worm. The total yield was only 1,800 tuns of inferior quality, prices, however, ruling as high 35*l.* to 38*l.* nominal, owing to the short crop everywhere.

In manufactured cotton goods, the imports during the year 1898 were 1,500 pieces of 40 yards grey cloths, 3,000 pieces black and white drillings, and 4,000 pieces bleached and unbleached madapolams, all of British make; this quantity was 10 to 15 per cent. less than the previous year's import, as since the Greco-Turkish war buyers have given the preference to cheapness over quality. The largest business being done in Italian makes, "ducks" of Italian manufacture were offered 10 to 15 per cent., and "twists" 8 to 10 per cent. cheaper than same varieties of English make. The island consumes besides some 400 bales of 20 pieces each bleached, unbleached, and coloured American drillings, and some 150 bales of 25 pieces each of Cabot, which has a preference over same-priced cloth of British make, as it is free from filling. During this past year imports of British manufactured cotton goods fell off 20 per cent., and cotton twist 15 per cent. This was caused by the failure of the olive crop,

on the success of which the buying power of the people depends. Imports of these goods from Italy decreased some 30 per cent.

In bar and sheet iron there is a consumption on this island of about 550 tons, mostly of Belgian iron. Of this quantity only about 100 tons figured as British during 1898, and for last year only 20 tons, but of extra good quality. The Belgians have elbowed out the British makes, owing to their being 15 to 20 per cent. cheaper. In 1898 cast-iron tubes for waterworks were got from Belgium, as freights from Antwerp were much lower than those from Great Britain.

In valonea, Mitylene quality is classed as second-rate, and is principally shipped direct to Trieste for Austrian and German consumption; last year's crop was about 1,600 tons.

In other articles German houses had a good share of the orders of this market, their commercial travellers being regular visitors, and getting a good share of business.

The southern port is the one used by the shipping; it is deep enough for vessels of 700 tons burden; all above this size anchor outside, where there is good anchorage. A small ship-building yard exists, constructing boats up to 20 tons burden. There are no return freights, as the chief product of the island being oil, the sailing vessels which load it bring empties from Italy on their way out. British vessels generally load pipeclay in Cornwall for Genoa, and then take empties for this place. No direct freight was made with England in 1898, and last year one sailing vessel loaded direct with 328 barrels oil. At the entrance of the southern port there are two fixed red lights. Entrances and clearances during 1898 were 1,324 steamers of 596,106 tons, and 3,042 sailing vessels of 38,148 tons, of which 101 steamers of 28,028 tons, and one sailing vessel of 97 tons were British. During last year there were 1,613 steamers of 760,167 tons, and 3,306 sailing vessels of 28,112 tons. Of this the British portion was 183 steamers of 90,149 tons, and one sailing vessel of 138 tons.

Almost the exclusive industry of this island is the pressing of olives in the production of olive oil. There are about 41 steam and pressing establishments and 100 oil mills worked by hand; these give employment to many from November to March of every year, and even later when the crop is large. Rates of wages in the factories range from 1s. 2d. to 3s. per diem. In agricultural work wages are 1s. 4d. for digging the soil, and 8d. per day for gathering the olives. Population is estimated at 130,000, there being no census taken. Of this 10 per cent. are Turks and the remainder Greeks. Public health is very good, the rate of mortality being only 11 per 1,000.

No new harbour works have been built for upwards of 20 years. Some sea has been reclaimed towards the southern part of the town, on which buildings have been erected. In 1898 at the village of Agia Paraskevi four miles of water pipes were laid down, and near the town of Mitylene a reservoir was commenced for the supply of water to the capital. Both these works were contracted



for by a British firm established in Smyrna. Since the reconstruction of the roads in 1889 no roads of any considerable size have been made. During the year 1898 about 10 miles of road were constructed, and last year some 18 miles of road were repaired, and 10 miles of new road made, besides the making of 15 bridges. Telegraphic communication on the island exists with Plumari, Molivo, and Sigri, and we are connected with the mainland by cable to Aivali on the Anatolian coast.

**General  
remarks.**

In recent years some of the oil mills have given special attention to the production of olive oil of the very first quality by proper selection and care of the olive in the store room, and attention to cleanliness in pressing and storing the oil. The proper selection of the olive is a difficult matter, as the olives are every year attacked by a worm which eats into the drupe and darkens its pulp, this bringing a corresponding deterioration in the quality of the oil. No one has as yet discovered a practical method of protecting the olives from the attacks of this grub, which is the larva of a small fly about half the size of the common domestic house-fly, although it is said that in Italy the Government orders the olives to be pressed when the grub, in its larva state, is still in the olives, which destroys a large quantity. This method entails a loss of oil, as at the time this is done the olives have not come to full maturity.

**Agriculture.**

The crops of this island may be considered to consist almost exclusively of olives. The crop matures from November to December, and the gathering lasts from November to February or April, according as the crop is small or large. The yield of the year 1898 was very small, and of bad quality; some 32,200 tons of olives were gathered, as against 73,800 tons during 1897. The yield in oil, too, was poor, being 6,000 tuns for 1898, as against 19,000 tuns for 1897. Last year the crop gave 7,500 tons of olives, which gave 1,750 tuns of oil.

Cereals, figs, and grapes are produced in quantity barely enough to satisfy local consumption, and a large quantity of wheat and flour has to be imported.

Valonea is produced towards the north of the island; the crop of 1898 was small, being about 1,000 tons, whilst last year's yielded 1,600 tons, an average crop being about 2,000 tons.

**Cattle.**

Some 6,000 to 7,000 head of cattle are imported every year from the Anatolian coasts for our food supplies. There is scarcely any variation in this amount from one year to another. There is no export of cattle from this island as there are no grazing lands. Horses and mules are almost exclusively used as pack animals, there being very few for carriage and riding purposes. During the year no disease has appeared among cattle.

**Rainfall.**

The rainfall during the 12 months ending August, 1898, was 18.89 inches, and for the 12 months ending last August, it was 18.30 inches, the average for the previous 10 years being 25.88 inches.

The rainy season commences in October, the largest fall being during December, January, and February.

TABLE showing Value of Exports from and Imports to Mitylene during the Years 1897-98.

## IMPORTS.

Articles.	Value.	
	1897.	1898.
	£	£
Wheat.. .. .	40,000	46,064
Flour .. .. .	30,000	40,140
Rice, haricot beans, peas .. .. .	7,956	11,706
Salt fish .. .. .	800	1,300
Butter.. .. .	1,200	1,780
Coffee .. .. .	8,036	8,180
Sugar .. .. .	10,220	14,036
Live cattle .. .. .	20,000	20,000
Cotton, grey cloth, twist .. .. .	91,200	91,140
Skins and leather .. .. .	19,240	21,896
Petroleum .. .. .	3,300	3,880
Empty bags .. .. .	5,200	5,356
Wood for building .. .. .	9,200	10,420
Iron, steel, and iron goods .. .. .	5,680	5,220
Sundries .. .. .	65,968	114,932
Total .. .. .	318,000	396,000

## EXPORTS.

Articles.	Value.	
	1897.	1898.
	£	£
Olive oil .. .. .	195,852	84,785
Soaps .. .. .	134,016	88,832
Valones .. .. .	11,852	7,200
Skins .. .. .	29,784	3,280
Dried figs and fresh fruits .. .. .	5,040	3,100
Spar in powder .. .. .	1,800	1,875
Sundries .. .. .	40,156	92,428
Total .. .. .	418,000	276,000

RHODES.

Mr. Acting Vice-Consul Biliotti reports as follows:—

1898.  
Shipping.

RETURN showing Total Number of Steam and Sailing Vessels  
which Entered the Port of Rhodes during the Year 1898.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British ... ..	3	1,576	...	...	3	1,576
Austro-Hungarian	91	124,741	1	85	92	124,826
French ... ..	23	41,865	...	...	23	41,865
Italian ... ..	1	418	...	...	1	418
Greek ... ..	199	33,251	16	2,471	215	35,722
Ottoman ... ..	376	126,561	2,189	15,268	2,565	141,829
Egyptian ... ..	3	2,859	...	...	3	2,859
Samian ... ..	...	...	8	229	8	229
Roumanian ... ..	...	...	1	53	1	53
Total ... ..	696	331,271	2,215	18,106	2,911	349,377

Steamship  
companies.

The greater part of the import and export trade at Rhodes is carried on by steamers of different companies calling regularly, the small sailing vessels being only employed in the coasting trade for communications with ports not included in the itinerary of steamship companies.

Every month the steamers of the following companies call at Rhodes:—

1. Austrian Lloyd Company: four steamers starting from Trieste-Smyrna for the coast of Caramania, Syria, Egypt, and return.

2. French Messageries Maritimes: one steamer from Marseilles-Smyrna for the coast of Syria and Egypt, and another steamer returning the same way.

3. Hagi Daoud Ottoman Company, headquarters at Smyrna: four steamers from Smyrna direct to Alexandria, and return; four steamers for the coast of Caramania and Syria, calling also sometimes at Cyprus, and return; four steamers visiting some of the islands on the Anatolian coast up to Adalia, and return; four other steamers calling at some of the islands of the Sporades up to Rhodes, and return to Smyrna.

4. Pandaléon-Hellenic Company, headquarters Smyrna: two steamers for the islands, the Caramanian and Syrian coast, often Cyprus, and return; four steamers for the islands, the Anatolian coast up to Adalia, and return; four steamers calling at some of the islands of the Sporades, up to Rhodes, and return to Smyrna.

5. Hamidié Ottoman Company, headquarters Smyrna: every week one steamer from Smyrna, the islands of the Sporades, up to Rhodes, and back to Smyrna.

The British steamship companies, Bell's Asia Minor, and up to lately, Joly Victora, were running their steamers on these same lines, calling also at Rhodes, but the competition and low prices

of freights established by the Pandaléon, Hagi Daoud, and Hamidié companies, compelled the two British companies to give up their trips.

The entrance to the small harbour, Dersaneh, is narrow and not deep enough to allow steamers of a certain tonnage to enter it, whilst the larger harbour, Limau, is exposed to south-east and north winds, which prevail in winter; it consequently happens very often that steamers, on account of bad weather, cannot communicate with the island, and, therefore, mails, passengers, and goods are necessarily conveyed to some other destination. Harbours.

Rhodes had formerly an important transit trade; this island served as a kind of emporium for different goods, and the inhabitants of the Sporades, as well as those of the adjacent coast of Anatolia, used to come and provide themselves at Rhodes. Since the establishment of a regular service, undertaken by the small steamers of the Hagi Daoud, Pandaléon, and Hamidié companies, which, as already mentioned, are now calling at almost all the islands of the Sporades, and at some small towns on the Anatolian coast, this trade of Rhodes has greatly diminished. In fact, instead of coming to Rhodes, these same inhabitants, with the facilities they now enjoy by the frequent communications and very low freights by steamers, proceed direct to Smyrna and Constantinople, where they can get all their requirements much cheaper than at Rhodes. Trade and commerce.

The same thing applies to articles of export, which formerly were sent to Europe through Rhodes, whilst now they are shipped direct from the islands and the Anatolian coast with transshipment at Smyrna.

The commerce of Rhodes is now very limited, especially the direct trade with Europe. However, some articles are imported and exported direct from and to Europe by the Austrian Lloyd steamers, viâ Trieste, and by the French Messageries Maritimes, viâ Marseilles.

The fact that there is no direct communication with England is a great drawback for commercial transactions with British manufacturers.

The advantage of direct communication, the facilities given by Austrian and German manufacturers, the term of three to six months for payments, and especially the low prices of their articles, although of inferior quality, have increased to a great extent the transactions of Rhodes with these two countries. Another very important system adopted is the travelling agents, who pass frequently from Rhodes with samples of different articles from Austrian and German manufacturers. Their prices are marked in francs and metres and delivered f.o.b. Rhodes. This suits much better the convenience of the clients, and induces them to give to these agents the preference for their orders.

Imports and exports. TABLE showing the Principal Articles of Import, their Origin and Value, in round numbers, for the Island of Rhodes during the Year 1898.

Articles.	Origin.	Value.
		Piastres.
Manufactures—		
Calicoes, prints, woollens, &c.	Great Britain, Austria-Hungary, Germany, Turkey .. ..	5,000,000
Cotton twist and yarns ..	Great Britain, Greece, Italy, Turkey .. ..	600,000
Alcohol .. ..	Austria-Hungary, Russia .. ..	350,000
Butter .. ..	Turkey .. ..	150,000
Beer .. ..	Austria-Hungary, Great Britain .. ..	40,000
Coffee .. ..	Austria-Hungary, Brazil .. ..	600,000
Flour, wheat, and cereals ..	Turkey .. ..	1,500,000
Rice .. ..	Great Britain, Egypt, Italy .. ..	500,000
Ropes, sail-cloth, &c...	Great Britain, Malta, Belgium, Greece .. ..	300,000
Hardware .. ..	Great Britain, Germany, Austria-Hungary, Turkey .. ..	250,000
Glass and china .. ..	France, Germany, Austria-Hungary, Turkey .. ..	200,000
Iron and ironware .. ..	Great Britain, Germany, Austria-Hungary, Turkey .. ..	400,000
Cheese .. ..	Turkey .. ..	150,000
Planks and timber .. ..	Turkey, Austria-Hungary .. ..	350,000
Petroleum .. ..	Russia .. ..	200,000
Leather .. ..	France, Greece, Turkey .. ..	400,000
Soap .. ..	Turkey .. ..	350,000
Salt fish and caviar .. ..	Turkey, Russia, Italy, Egypt .. ..	400,000
Tobacco of the Regie .. ..	Turkey .. ..	800,000
Sugar .. ..	Austria-Hungary .. ..	400,000
Cattle .. ..	Turkey .. ..	280,000
Sundries .. ..	.. ..	3,300,000
	Total .. ..	18,500,000
	Equivalent in sterling ..	£ 187,500

TABLE showing the Principal Articles of Export, their Destination and Value, for the Island of Rhodes during the Year 1898.

Articles.	Destination.	Value.
		Piastres.
Fresh fruits and vegetables ..	Egypt, Turkey, Russia .. ..	1,000,000
Dry " " " ..	Turkey .. ..	120,000
Onions .. ..	Turkey, Egypt .. ..	400,000
Sponges .. ..	Great Britain, Austria-Hungary, France .. ..	350,000
Hides .. ..	Germany, Turkey, Austria-Hungary, France .. ..	200,000
Wine and raki .. ..	Germany, Turkey, Austria-Hungary, France .. ..	200,000
Honey, wax .. ..	Germany, Turkey, Austria-Hungary, France .. ..	80,000
Valonea .. ..	Austria-Hungary, Great Britain ..	150,000
Olive oil .. ..	.. ..	550,000
Cereals .. ..	.. ..	200,000
Sundries .. ..	.. ..	1,000,000
	Total .. ..	4,250,000
	Equivalent in sterling ..	£ 35,417

TABLE showing the Produce of the Islands, and especially of the Anatolian Coast, sent to Europe through Rhodes by Merchants established here. Transit trade.

Articles.	Destination.	Value.
		Piastres.
Sponges .. ..	Great Britain, Austria-Hungary, Germany, France.. ..	2,000,000
Storax oil .. ..	India, Austria-Hungary, France ..	500,000
Valonea .. ..	Great Britain, Austria-Hungary, Turkey .. ..	400,000
Sesame seed .. ..	France, Austria-Hungary, Turkey..	250,000
Wax and honey .. ..	France, Italy, Austria-Hungary, Turkey .. ..	250,000
Sundries .. ..	.. ..	1,000,000
	Total .. ..	4,400,000
	Equivalent in sterling ..	£ 36,667

As already stated, there being no direct communications, the import trade with Great Britain is very limited; it amounted for the year 1898 to about 2,000*l.*, consisting of coal, iron, iron bedsteads, paints, sail-cloth (from Malta), and sundry other articles, whilst the indirect trade may amount to about 30,000*l.*, or 23 per cent. of the total amount of imports. The greater part of the cotton and woollen manufactured goods, cotton twist and yarns, ironwares, hardwares, &c., imported to Rhodes is of British origin. These

articles are bought at Smyrna and Constantinople, where our merchants can obtain greater facilities for the payment of their purchases.

Rhodes exports about 9,000*l*. worth of fresh fruits and vegetables. In consequence of the mildness of its climate, these products are ready for market three or four weeks earlier than in other places; and thus the fruit and vegetable growers of the island can furnish the markets of Egypt, Smyrna, Constantinople, Odessa, &c., with these articles at profitable prices.

Apricots.

The average produce of apricots may amount to 500,000 oke*s*. Last year the crop was only 400,000 oke*s*, and the price paid has been  $\frac{1}{2}$  to  $\frac{3}{4}$  of a piastre per oke.

The annual production of lemons, oranges, and mandarines is as follows:—

Articles.	Production.	Price per 1,000.	
		From—	To—
		Piastres.	Piastres.
Lemons .. ..	1,200,000	50	90
Oranges .. ..	2,000,000	40	60
Mandarines .. ..	1,000,000	80	120

These were exported to Smyrna, Constantinople, Odessa, and Roumania.

Olive oil.

The crop of olive oil last year has been abundant, about 1,200,000 oke*s*. This article is exported to Turkey and France. The prices paid were from 2 $\frac{3}{4}$  to 3 piastres per oke.

Silk.

Sericulture, which was some 40 years ago a considerable source of revenue for the island, the production of silk being then calculated at no less than 30,000 oke*s*, had been almost entirely abandoned in consequence of the disease that had attacked the insect. However, the results obtained in the last few years, by the importation of silkworm eggs from France, Italy, and the coast of Syria, have been satisfactory, and the cultivation of the silkworm has been re-introduced in the island. Last year about 14,000 oke*s* of cocoons were obtained and the prices paid were from 10 to 13 piastres per oke.

Valonea.

Rhodes produces small quantities of valonea, but merchants established here make also purchases on the opposite coast of Anatolia and export this article to England and Austria.

Sesame seed.

The crop of sesame seed was more abundant than in the preceding years. This seed is exported to Turkey, France, Austria, and Germany.

Storax oil.

Storax oil is produced on the Anatolian coast in the neighbourhood of Rhodes. It is purchased by merchants here and exported principally to India. A small quantity goes to France, Egypt, and Austria.

Sponges.

The principal industry of the inhabitants of the islands of the Sporades is the sponge-fishery. The total amount derived from

this branch of industry by the islands of Rhodes, Symi, Calymnos, Halki, Tilos, and Castellorizo, may be calculated at an average of 20,000,000 piastres a-year. However, the quantity of this produce for the year 1898 has been 30 per cent. less than other years. It is calculated that this article realised only 14,000,000 piastres during last year. This diminution is attributed to the following causes: 1st. The difficulties which the boats of these islands experienced on the coast of Syria, not only on the part of the native divers, who always see with jealousy the arrival on their shores of the Sporades islanders, but also, it is said, on the part of the Syrian authorities who did not prevent unjustified acts of violence against the islanders, who were compelled to abandon the place, losing consequently the greater part of their summer fishing. 2nd. The strong winds which prevailed during the summer on the coast of Africa and in the islands. 3rd. The numerous accidents which occurred to the men diving with apparatus, as they are now obliged to descend to greater depths in order to find sponges of larger size and better quality.

The prices paid at the beginning of 1898 for the produce obtained up to the end of 1897 were 15 per cent. higher than those of the preceding years. Very few lots of sponges have been sold last year, as the owners ask 10 per cent. more than the prices paid in 1898, whilst the merchants are not prepared to pay even the same prices.

Sponges are principally exported to the following countries, which are named according to the amount of value exported: the United Kingdom, Germany, Austria, France, Belgium, Italy, Holland, and Russia.

The trade in this article is very difficult to deal with; special practice is required, especially when the purchase is made by weight. In fact, sponges offered for sale in these islands always contain more or less sand, stones, and other extraneous substances; it is, therefore, very difficult, unless well acquainted with the nature of this article, to make as exact a calculation as possible of the real value of the purchase.

The following systems are employed in the sponge fishery:—

		Number of Men.	
		From—	To—
Boats with diving apparatus, employing ..	14	18	
„ naked divers, employing ..	6	8	
„ drag-nets, employing ..	4	6	
„ tridents, employing ..	3	5	

Sponges picked up by naked divers are more valued, as they can go to deeper waters and the sponges are generally of better shape and quality.

The produce obtained by each boat forms a lot called



"Partidha" and its owner will never consent to divide or sell part of his sponges, which are sold by piece or by weight according to the place where they have been fished.

Every lot sold by piece may contain: From 1,000 to 5,000 toilet sponges; from 10,000 to 20,000 bath sponges; from 10,000 to 30,000 zimoukhes (coarse hard sponges). "Zimoukhes" are only found on the coast of Africa.

The lot sold by weight may contain from 600 to 1,200 okes of sponges for the whole fishing season. Boats, which after having worked part of the summer on the coast of Africa proceed afterwards to the islands where they continue their fishery, may get besides lots sold by weight from 250 to 400 okes.

Mandrouka and Bengazi (coast of Africa) sponges are always sold by piece, and generally also those obtained from naked divers. The prices paid in 1898 were: For toilet sponges from 12 to 20 pias. per piece; for bath sponges from 7 to 10 pias.; and for "zimoukhes" from 1 to 1½ pias.

Sponges fished at Cyprus, Crete, Rhodes, and the other Turkish islands, the coast of Syria and Caramania are sold by weight, the prices per oke (2½ lbs.) varying according to quality, for toilet sponges from 500 to 750 pias., and for bath sponges from 130 to 240 pias.

Sponges exported to France and sometimes also to Austria Belgium and Russia are unsanded and packed in bags, whilst those forwarded to the English, German, Italian and Dutch markets are always sanded and packed in boxes. They are then assorted according to quality and size, every box containing a fixed number of sponges.

Those forwarded to France do not undergo any preparation; they are sent in their natural state, whilst all those exported to other countries, especially to Great Britain, are not only sanded and packed in boxes, an operation which is intended to maintain the shape of the sponge, and thus to present a finer appearance to the purchaser, but they are also submitted to a special manipulation by being washed in a solution of sulphuric acid, oxalic acid and then lime, which gives them a white yellowish colour. There is, no doubt, however, that this manipulation alters the sponge, as far as the durability of its tissue is concerned.

On the other hand, the expenses incurred for sanding them with a special quality of sand, packing them in boxes, manipulation, extra freight, which is then calculated on the cubic measurement, surplus on custom dues, &c., increase the price of sponges from 10 to 12 per cent.

Rate of  
money.

All the amounts mentioned in the present report are calculated at the rate of 120 pias. per 1*l.* sterling, whilst the prices of sponges are mentioned at the rate of 150 pias. there being in all the islands a special rate of money for the sponge trade.

Industry.

The inhabitants of the town of Rhodes get their livelihood as sailors in small sailing boats employed in the coasting trade, as shopkeepers, shoemakers, masons, carpenters and sponge divers; those of the villages are almost all agriculturists. Also no less

than 3,000 workinen depart every year, generally in May, for the coast of Anatolia and Greece, in order to get work and return here in October.

There are 44 villages in the Island of Rhodes, the inhabitants of which are almost all agriculturists. The implements in use are of native manufacture and of the simplest kind. There is no probability of the introduction of improved mowing or threshing machines, as the configuration of the ground is not adapted to them, and, on the other hand, no large farms exist here, the land being divided into small allotments. According to the present system, the arable land is divided into three parts, one of which is used every third year for agricultural purposes, the two others serving as pasture land.

The quantity of wheat and barley annually produced in the island is quite sufficient for local consumption, but a good part of the production being exported from the villages to the adjacent small islands of the Sporades, the greater part of wheat and barley for the wants of the town of Rhodes is imported, principally in flour, from other Turkish ports. The crops in general for the year 1898 have been fairly good.

Owing to want of rain during seven consecutive months (a circumstance which prevented the cultivators from preparing and sowing their fields in the proper season), it is anticipated that the summer crops of this year will fall short of the average.

1899.

Mr. Acting Vice-Consul Prendergast reports as follows :—

The shipping has increased in the last decade, as will be seen from the adjoined table, though a decrease is noticeable for the last year :—

Year.	Number of Vessels.			Tonnage.		
	Steam.	Sailing.	Total.	Steam.	Sailing.	Total.
1888 ... ..	384	2,236	2,620	179,001	20,274	199,375
1889 ... ..	361	2,254	2,615	155,703	18,961	174,664
1898 ... ..	696	2,215	2,911	331,271	18,106	349,377
1899 ... ..	573	2,072	2,645	306,870	21,442	328,312

COMPARATIVE List of Shipping for 1899.

Nationality.	Number of Vessels.			Tonnage.		
	Steam.	Sailing.	Total.	Steam.	Sailing.	Total.
British ... ..	2	...	2	2,842	...	2,842
Austro-Hungarian	75	1	76	116,143	196	116,339
French ... ..	25	...	25	46,027	...	46,027
Hellenic ... ..	182	24	206	34,240	990	35,230
Italian ... ..	...	1	1	...	313	313
Ottoman ... ..	269	2,038	2,327	107,618	19,787	127,405
Samian ... ..	...	8	8	...	157	157
Total ... ..	573	2,072	2,645	306,870	21,442	328,312

Commerce.  
Exports.  
Imports.

There has been some improvement in commerce during the last 10 years, as a comparison of the exports and imports for 1888 and 1898 respectively will show :—

Year.	Import.	Export.	Total.	Transit.
	£	£	£	£
1888 .. ..	100,000	23,333	123,333	41,666
1898 .. ..	137,500	35,417	172,917	36,667

Transit trade. The falling-off in the transit trade is due to the number of small vessels which ply along the Anatolian coast and call at the smaller islands, thus establishing direct communication with Smyrna and diverting trade from the island of Rhodes. Another serious impediment to transit trade is the absolute lack of depôts at the Custom-House, with the result that all goods are left to the mercy of the weather, except the very small proportion that is stored in the present meagre accommodation. The Council has decided to extend the premises but fiscal considerations have entered into the question.

Exports. Fresh fruit and vegetables were up to the average, but owing to the prevalence of the plague at Alexandria, the chief market for such exports from Rhodes, scarcely any sales were effected.

Fresh fruits and vegetables. Lemons and oranges were more plentiful than in 1898, but the ruling prices were low.

Mandarines. Mandarines were attacked by a fly, which affected quite 65 per cent. of the fruit.

Wheat. An improvement in the wheat harvest was accompanied by a fall of prices.

Silk. The yield of cocoons shows an increase of some 25 per cent. Attempts at sericulture have been rewarded with marked success in certain villages.

Olive oil. Owing to the abundance of the 1898 crop of olives, prices of oil were low throughout the year. The absolute failure of the yield of oil last year has raised the price 25 per cent.

Valonea. The yield of valonea was above the average, the disease which attacked the trees in 1898 having almost disappeared.

Sponges. Sponges, the output of which had decreased in 1898 some 30 per cent., showed last year a considerable improvement in quantity.

Onions. The crop of onions was no more than 20 per cent. of the usual crop, but prices were doubled.

Sesame seed and storax oil. Sesame seed and storax oil, two important articles of transit trade, both yielded a plentiful crop.

The prospects for this year are decidedly good. Rain has fallen abundantly during four or five months. A recent hailstorm, it is feared, will seriously interfere with the yield of apricots, but the cold has been highly beneficial to the olive trees and the later fruits.

Tobacco. The Tobacco Régie which for the last few years had forbidden the growing of tobacco by the inhabitants of the island owing to

the inferior quality produced, have lately, as a tentative measure, given licences to some five or six persons, who have engaged an expert from Samos to superintend the cultivation of the plant.

Salt, being imported in large quantities and at advantageous Salt prices, is no longer extracted from the local beds.

It is somewhat misleading to state that the expenditure of the island exceeds the revenue in the ratio of three to two, as it must be taken into account that the expenditure of Rhodes, as the seat of Government, is likely to be much relatively higher than that of the other islands, which, for the rest, yield a much larger revenue. Revenue.

This island which in former times was called the garden of the Mediterranean is now remarkable for its poverty. The natural indolence of the peasant must be admitted to be the chief cause of this deplorable state of things. The mountain sides, where the soil is rich, but liable to be washed away by the heavy rains, are never terraced, the cultivation of fruit trees has been neglected, while the forests have been ruthlessly destroyed. It is true that the punishment for forest incendiarism is death, but the culprit is never found, if sought. Industry and agriculture.

The effects of a past system of mistaken paternal government may also have participated in bringing about the present want of prosperity. Till two or three years ago corn was served out to the peasants from depôts founded for that purpose by Suleijman, and replenished by Abdul Zejid—who found them empty—to the amount of some 21,000 kilos. Though the intentions of the founder were sufficiently praiseworthy from a philanthropic point of view, the economic result of allowing peasants to draw from a public store at their convenience and to repay without interest, was to discourage all notion of thrift. When then during the late Greek War, the corn was sold by the Turkish officials and receipts duly deposited—though the money remains in transit—the peasants had no resources to fall back upon, and either became more thriftless and improvident or had recourse to the usurer, who considers a rate of 100 per cent. by no means exorbitant.

The only profitable investments which seem to offer themselves to foreign capital would be in the wine trade, the produce of the grape being even under present circumstances, far from despicable, and perhaps in the oil trade, which might be greatly improved by more scientific treatment.

The exploitation of the adjacent coral beds, two of which are known to exist off Cape Lindos might be worth the enterprise. Some 30 years ago a concession was granted by the Sultan for the working of reefs on the coasts of Rhodes, certain islands of the Archipelago, and a part of the Anatolian Coast. For certain reasons the work was abandoned, but not before pink coral had been discovered and the position of several new reefs of the red variety had been determined, mostly, however, off the coast of Crete. It must be admitted that the receipts of the concession-

naïres after one successful year fell off considerably, owing to the difficulty of extracting the coral from the deeper reefs.

**Climate.**

The temperature of Rhodes, which rarely falls below 41° Fahr. in winter or rises above 82° Fahr. in summer, the beauty of the scenery, the purity of the water, and the abundance of pine-woods combine to suggest the adoption of Rhodes as a health resort. The humidity of the atmosphere is declared to be absolutely innocuous, and though in February and March the winds from the north-west and south-east are somewhat violent, scarcely a day passes without being bathed in warm and healing sunshine.

**SCALA NUOVA.**

Mr. Vice-Consul Alexakis reports as follows for 1898:—

**Imports and exports.**

The geographical position of Scala Nuova is totally neglected, and although it could be used as a commercial centre for importation and exportation, being nearer to Europe than the Bay of Smyrna, and the vessels being able to enter its gulf without danger or the help of a pilot, and being nearer to the commercial centres of the interior, still its trade now is very small. Before the construction of the Smyrna-Aidin Railway, the trade of Scala Nuova was lively enough, and in its port there were always vessels of every nationality loading goods for all European ports and bringing other goods for the interior; but when the said railway line was extended the trade commenced to fall, and especially at the time when Sokia, a village 25 kiloms. from Scala Nuova, was joined to the main line some years ago. The non-existence of a line connecting Scala Nuova with the railway prevents every commercial movement of importation, and the want of capital prevents any export trade, otherwise the export of such goods as oats, barley, &c., would be easy. For this reason the commercial movement of Scala Nuova is very small in general, and especially for the year 1898, when the crops of grain, figs, &c., were very poor. The export trade was only in some articles of local produce, raisins, tobacco, halva and skins, and the import in some articles of necessity.

## IMPORTS.

Articles.	Value.	
	1897.	1898.
	£	£
Coffee .. .. .	3,500	2,500
Rice .. .. .	2,500	2,000
Iron .. .. .	3,000	1,500
Petroleum .. .. .	1,000	800
Manufactured goods .. .. .	6,000	4,000
Sugar .. .. .	5,000	2,500
Empty sacks .. .. .	300	800
Sulphur .. .. .	350	250
Hides .. .. .	2,500	2,900
Total .. .. .	24,150	17,250

## EXPORTS.

Articles.	Value.	
	1897.	1898.
	£	£
Tobacco .. .. .	35,000	30,000
Halva .. .. .	6,000	7,000
Raisins .. .. .	7,500	5,000
Wheat .. .. .	10,000	1,000
Flour .. .. .	12,500	2,500
Hides .. .. .	3,500	5,000
Barley .. .. .	1,500	300
Oats .. .. .	1,400	250
Olive oil .. .. .	5,000	1,000
Total .. .. .	82,400	52,050

The Bay of Scala Nuova is not dangerous to vessels. The Navigation loading and the discharge of the vessels can be carried on with and shipping. every wind except when it blows strong from the north. The means for loading are very poor, consisting of small lighters by which only 200 tons of goods can be loaded in a day. The vessels anchor a quarter of a mile from the shore. The steamers of the Smyrna companies "Hamidié" and "Hagi Daoud" under Turkish flag, and "Pantoléon" under Greek flag, touch three times per week, and bring this port into communication with those of the Turkish Aegean Islands and Smyrna. When goods are to be sent direct to Europe, large European steamers come to load. During the year 1898, only two British steamers touched at this port, coming from and leaving for Turkish ports, and eight steamers of the Austrian "Lloyd" brought and took goods from and for Trieste. The Lloyd Company had the intention to form a regular line, but did not put it

in execution, as there were not goods enough for such an object. There is a lighthouse on the small island at the entrance of the bay, and vessels pay for light dues the same as at other ports of the Turkish Empire.

Population  
and  
industries.  
Public health.

The population of Scala Nuova is about 9,000, of whom 5,000 are Mohammedans, 3,800 Greeks, and the rest Armenians and Jews. On account of the disorders in Crete, some 3,000 refugees arrived from that island, and so the population has increased to 12,000. The inhabitants occupy themselves in cultivating vineyards, fields and tobacco plantations; but the space for such work is small and cannot give food to all the people, if there is no export trade. There are three mines working in the district of Scala Nuova, two of emery stone belonging to British firms, and one of lignite belonging to a French firm. The loading of the emery takes place at Smyrna, to which port the mineral is transported by the railway, but it is not yet decided where the lignite will be taken to. No factories exist here, and the industry of the town consists in working hides which are forwarded to Turkish ports, and in making wines and "halva" destined for Turkish ports also. The wages of the men working in the cultivation of the vineyards and the tobacco plantations average 1s. 2d. per day. The health of the town is in a perfect condition, no epidemic existing on account of the good climate; we have not also had any sickness among the cattle during 1898.

Public works.

During the year 1898 public works were very limited, only a repair of the bridges on the carriage road which joins Scala Nuova with the Smyrna-Aidin Railway at Ephesus. Another road joining this town with Sokia, was commenced some years ago but has not been finished, and some thousands of pounds were spent in vain for its construction by the inhabitants of Scala Nuova, Sokia, and neighbourhood. There is no hope that the railway company will make a branch until the Smyrna-Aidin Company shall have obtained the permission to extend its main line.

General  
remarks.

The business in flour should be profitable, as most of the islands of the *Ægean* Sea can easily take what is necessary for their use from here, the expenses of loading, &c., being much less than those of Smyrna, but there is no capital, and the present state of affairs will continue, unless foreign capital comes to its assistance. England commenced some time ago to take tobacco from this district, but the merchants buy that article at Smyrna now, although they could get it cheaper here. There is a movement in the industry in hides, but the means used by the tanners are not in proportion to the progress made by this industry in other parts of Turkey. With the exception of a quantity of empty sacks and canvas, which came in 1898 for the first time from England, the other articles imported from that country were very few. Sugar, coffee, &c., came from Austria direct by the "Lloyd" steamers. Manufactured goods, &c., of the kind produced in Austria and Germany, came from Smyrna, and Indian rice by sailing vessels from Egypt. Tobacco, which is the chief article of exportation, goes to Russia, Egypt and North Germany.

1899.

There was but little improvement in the trade of 1899, as compared with that of 1898, nor can much be expected until railway communication is established.

Local products, such as halva, skins, tobacco, raisins, &c., form the exports, and also cereals and figs from the interior.

The imports consist of manufactured and colonial goods, and hides. Exports.  
Imports.

A French company has commenced working a lignite mine, Mines. situated three hours' distance from Scala Nuova.

During 1899, no public works were carried out, nor was the carriage road from Scala Nuova to Sokia, which is of such vital importance, completed. Public works.

Profitable business might be done by British firms in empty sacks, canvas, and tins, if commercial travellers visited the district. Tobacco also can be purchased here cheaper than in Smyrna. Remarks.

## IMPORTS.

Articles.	Value.	
	1898.	1899.
	£	£
Coffee .. .. .	2,500	2,000
Rice .. .. .	2,000	1,800
Iron .. .. .	1,500	1,300
Petroleum .. .. .	800	800
Manufactured goods .. .. .	4,000	3,800
Sugar .. .. .	2,500	2,300
Empty sacks .. .. .	800	600
Sulphur .. .. .	250	200
Hides .. .. .	2,900	1,900
Coal .. .. .	..	500
Total .. .. .	17,250	15,200

## EXPORTS.

Articles.	Value.	
	1898.	1899.
	£	£
Tobacco .. .. .	30,000	35,000
Halva .. .. .	7,000	6,500
Raisins .. .. .	5,000	4,500
Wheat .. .. .	1,000	1,200
Flour .. .. .	2,500	2,000
Hides .. .. .	5,000	6,000
Barley .. .. .	300	1,500
Oats .. .. .	250	400
Olive oil .. .. .	1,000	650
Figs .. .. .	..	6,000
Dari .. .. .	..	1,500
Total .. .. .	52,050	65,250



Imports and  
exports.

Mr. Vice-Consul Quintana reports as follows for 1899 :—

The annexed tables show the total principal imports and exports to and from the Island of Scio during the years 1898 and 1899. I must, however, point out that both the quantities and values are, in the absence of any regular records, to be considered only as approximate, although every care has been taken to obtain correct figures where possible.

It is impossible to classify with accuracy the origin of importations and destination of exportations owing to the fact that the bulk of the goods are generally received from or sent to Smyrna whence they are transhipped to their respective destinations into other steamers. With the exception of some goods received from the Continent via Trieste, very little direct trade is done with Europe, since in general the merchants of this place prefer buying their goods from the depôts at Smyrna where they can select what they require and are, moreover, allowed a long credit by the dealers with the advantage of being allowed to send back their unsold goods at the end of the season at a small sacrifice. There is no direct trade at all with Great Britain. With the exception of a few unimportant articles one never meets any English goods exhibited for sale. When this is remarked to the shopkeepers their reply invariably is "English goods are too dear for this market; we can get inferior German articles at a much lower price which answer our purpose equally as well."

Shipping and  
navigation.

The following table shows the total number of steam and sailing vessels which called at this port during the years 1898 and 1899 :—

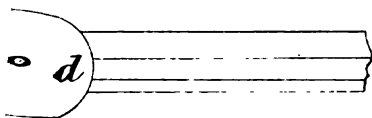
	1898.		1899.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons
Steam .. ..	1,354	662,817	1,304	693,324
Sailing .. ..	2,813	38,507	2,875	38,342
Total .. ..	4,167	701,324	4,179	731,666

Although the above totals appear to be out of proportion to the limited trade of the island, it must not be inferred that any of the steam vessels arrived or left with full cargoes from or to this port. Most of them consist of small steamers engaged in the coasting trade between Turkish ports carrying a few passengers and a little cargo. The larger boats trading between the Black Sea, Constantinople, Greece, Egypt, Europe, and vice-versâ merely touch for one or two hours to land or take passengers and any cargo offering.

Of the 112 vessels under British flag which called at this port

REFERENCES.

- a. Health Office.*
  - b. { Harbour Master's  
Office.*
  - c. Two red lights vertical  
on a pole 25 metres above  
the sea level.*
  - d.d Two green lights on poles  
about 10 metres above  
the sea level.*
- 



-2

*Scio*



during the year 1899, 109 are steamers belonging to the Cuppa-Lambro' Steamship Company trading regularly between Constantinople, Smyrna, Syra and Crete, which, after discharging their passengers and a small portion of their cargoes, proceeded to other ports with the remainder; two are salvage tug-boats from or to the Dardanelles, and one is a small sailing craft.

The number of vessels under Turkish flag registered at the port of Scio on March 30, 1900, is as follows: 472 sailing vessels of all sizes, including coasting craft, with an aggregate of 20,323 tons.

These figures, however, do not represent the whole of the mercantile marine owned by the island as many of the inhabitants own steamers and sailing vessels flying the Greek flag.

The new harbour is now practically finished after about four years' work. The area of its basin is 235,000 square metres, of which one-half has a depth of 7 to 8 metres and the other about 4 metres. I append herewith a small plan of the entrance showing the position of the harbour lights. New harbour.

There are no public works of any importance in progress.

Factories can be classed into three groups, namely:—Two steam flour-mills and bakeries with engines of 45 and 30 horsepower, employing 30 and 25 hands respectively. Their united yearly output amounts to 25,000 sacks of flour, 15,000 okes of maccaroni and other paste, 58,000 okes of fresh bread, and 10,000 okes of ships' biscuits.

Three engineers' shops and foundries with engines of 10 and 5 horse-power respectively employing altogether 33 hands.

Nineteen tanneries, large and small, representing the most important industry of the island. When in full work they employ altogether over 400 hands. Their aggregate yearly output is about 1,200,000 okes of dressed leather, of which 1,000,000 okes are exported principally to Turkey in Asia, Roumania and Bulgaria.

Besides the above, there is a steam-mill of 16 horse-power employed in grinding fir-bark, valonea, &c., for the use of the tanneries.

The population of the island is variously estimated at from 60,000 to 70,000 inhabitants, but in the absence of any official census this number must be taken with caution. In consequence of the limited resources of the island many young men are compelled to emigrate yearly to various parts of the world where they generally engage in commercial pursuits and by their industrious and thrifty habits often amass considerable wealth.

In the northern part of the island some rich antimony and calamine mines exist which are worked by a French company which has likewise erected considerable smelting and refining works, but this company, from some unknown cause, has not been very successful.

Some beautiful varieties of a close-grained mottled marble are found in the island. The quarries, two in number, which are situated at a short distance from the town show signs of having been extensively worked, most probably during the Byzantine

epoch or even before. Several shafts of columns in the rough were lately unearthed whilst clearing away the debris of which there is an astonishing amount. Both these quarries have now been taken in hand by Italians experienced in marble quarrying, and already there is a demand from Egypt and elsewhere for this marble. Several efforts made to introduce it in Great Britain have hitherto failed.

Marine, fire and life insurances are strongly represented; no fewer than 14 Continental and British companies, including "Lloyd's," have agents here, and there are two local fire and marine insurance with a nominal capital of 50,000 Turkish liras each.

There is a quick and reliable telegraphic service to all parts of the world by the Eastern Telegraph Company's cables, a Turkish and Austrian Lloyd's Post Office, and lastly, a spacious, well-appointed hospital free to all irrespective of creed and nationality.

## IMPORTS.

Articles.		1898.		1899.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Valonca .. ..	Cantars..	30,000	15,000	30,000	15,000
Fir bark .. ..	" ..	40,000	10,000	42,000	12,000
Coal.. ..	" ..	10,000	1,800	15,000	3,000
Manufactures ..	" ..	..	40,000	..	45,000
Hides, wet and dry	Bales ..	..	80,000	..	80,000
Wheat .. ..	" ..	..	..	..	12,000
Barley .. ..	" ..	..	..	..	6,000
Other grain ..	" ..	..	..	..	3,000
Planks, fir ..	" ..	..	..	..	2,500
" beech ..	" ..	..	..	..	6,000
Hoops and staves ..	Number..	..	..	131,000	4,000
Bricks and tiles ..	" ..	..	..	200,000	800
Coffee .. ..	Cantars..	..	..	3,000	4,800
Sugar .. ..	" ..	..	..	20,000	13,000
Rice.. ..	" ..	..	..	15,000	11,000
Sulphur in powder..	Sacks ..	..	..	3,000	800
Wrought-iron ..	Tons ..	..	..	200	1,600
Sheet copper and other metals ..	" ..	..	..	..	2,500
Wines (common) ..	Okes ..	..	..	350,000	3,600
Cognac (Greek) ..	" ..	..	..	20,000	1,000
Spirits of wine ..	" ..	..	..	100,000	38,000

NOTE.—1 oke = 2½ lbs. English; 1 cantar = 44 okes.

## EXPORTS.

Articles.			1898.		1899.	
			Quantity.	Value.	Quantity.	Value.
				£		£
Gum mastic ..	Okes ..	120,000	30,000	115,000	30,000	
Mandarines..	Cases ..	20,000	12,000	} 30,000	18,000	
Oranges and lemons	" ..	60,000	30,000			
Almonds ..	Okes ..	500,000	20,000	1,000,000	37,000	
Figs..	" ..	800,000	20,000	600,000	15,000	
Olives ..	" ..	500,000	12,000	700,000	14,000	
Carob beans ..	" ..	350,000	1,300	350,000	1,300	
Olive oil ..	" ..	350,000	10,000	450,000	13,100	
Potatoes ..	Cantars ..	..	..	10,000	18,000	
Leather, various ..	" ..	..	100,000	..	100,000	
Baki ..	Okes ..	100,000	5,500	105,000	5,000	

NOTE.—1 oke = 2½ lbs. English; 1 cantar = 44 okes.

## VOURLA.

Mr. Consular-Agent Crindiropoulo reports as follows for 1898 :—

Vourla is a town of about 25,000 inhabitants, 18 miles from Smyrna by sea, and 4½ hours by land. A carriage road from Smyrna to Tchesmé was constructed three years ago.

Raisins, olives, and a small quantity of corn are the only local products.

The annual crop of raisins used to reach 300,000 quintals, but the ravages of phylloxera has greatly reduced it. The yield is sent mainly to Great Britain, Trieste, Germany and Australia, being shipped in great part from Smyrna. It would be worth while for British steamers to touch at Vourla and take cargo direct thence. The whole crop in 1898 only amounted to about 150,000 quintals.

Olive trees only bear freely every alternate year. In 1896, the yield was about 20,000 quintals; in 1897, only about 500 quintals; and in 1898, about 2½,000 quintals. The oil is sent by land to Smyrna.

Sulphur, for dressing the vines, is imported in considerable quantities from Italy, but the amount has greatly diminished owing to the phylloxera, only some 3,000 bags of 50 kilos. each being now imported, as against 10,000 bags formerly.

Potash, used in drying the grapes, is also imported; but, owing to the disease, the quantity is much smaller than it used to be.

About 80,000 sacks of flour of 60 okes each are imported annually from Smyrna. A flour mill here would probably prove remunerative.

All other needs of the place are supplied from Smyrna.

**Agriculture.** The cultivation of the vines is practically the only form of agriculture here. Unfortunately, phylloxera appeared in 1892, and no proper steps having been taken to prevent its spread, the disease has made terrible ravages. Some American plants have been imported, but with little success, no previous study having been made of the qualities of the soil.

**Olives.** The olive trees are mostly planted in the vineyards, and as the owners of the vines and of the olives are distinct and separate, much injury and neglect results on both sides.

## 1899.

**Raisins.** In spite of the ravages of phylloxera, the crop of raisins in 1899 amounted to 52,000 quintals. Most of these were sent to Germany.

The price was high at the beginning, as much as 180 pias. the quintal being paid for the best qualities; but it fell later to 120 pias. for the same qualities.

**Olives.** No effective steps to combat the disease have yet been taken. As was to be expected after last year's big crop, the yield this year was very small, only 900 quintals.

**Cereals.** Many of the vineyards which had been ravaged by phylloxera were sown with cereals, and some 15,000 okes of wheat and barley were exported.

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DIPLOMATIC AND CONSULAR REPORTS.

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TURKEY.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR  
DISTRICT OF SALONICA.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2270.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
JULY, 1900.*

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*Report on the Trade and Commerce of the Consular District of  
Salonica for the Year 1899*

By MR. CONSULAR ASSISTANT AVALON SHIPLEY.

(Received at Foreign Office, June 12, 1900.)

This report has been drawn up without knowledge of the sources from which information contained in former reports on the trade of Salonica was obtained. No comparisons with the preceding years have been attempted.

The present returns have been compiled chiefly from the bills-of-lading of ships calling at Salonica, and it is hoped that by this system a statement has been arrived at which, though probably not absolutely accurate, is as accurate as any Consular report can be from places where there are no official statistics whatever.

The following tables are annexed :—

- A.—Shipping.
- B.—General exports.
- C.—Export of skins.
- D.—Export of cereals.
- E.—General imports.
- F.—Import of cotton manufactures, &c.
- G.—Passenger and goods traffic of the Oriental Railway Company.

In previous trade reports attention has been called to the inestimable advantages which would accrue to British trade in Macedonia and elsewhere if British manufacturers would follow the example of foreign firms in sending trained representatives to push their interests in this province. Direct trade-  
relations.

Several cases have occurred lately of British trade being supplanted in special articles by that of other countries. One merchant writes that business in British earthenware has practically ceased since British commercial travellers have stopped their regular visits, and the same story is heard on all sides. There is no doubt that little by little British trade is dwindling in these parts, and when finally British manufacturers do open their eyes to the true state of affairs, it will probably be too late to retrieve interests lost by their own negligence.

The following is a list of a few articles for which travellers are urgently needed:—Earthenware (cheap qualities); hardware; paper (especially writing paper, the Austrian being of a far inferior quality); leather goods (of which none from England exist in the market); combs (of all kinds); clocks and watches; soaps and perfumery; sewing machines; umbrellas (materials coming from Germany, England could easily compete); haberdashery (of all kinds); cutlery (specially needed to oust flagrantly German "Sheffield"); wall-paper (a large demand for cheap qualities).

Commercial agencies or museums similar to those established by America, Austria-Hungary, &c., are urgently required in Turkey to represent British firms willing to enter into business relations with these parts, to send them weekly reports, samples, &c., and to advise them as to necessary changes in their methods.

Decrease in  
British trade  
in Macedonia.

It is an undeniable fact that British trade in Macedonia is rapidly dwindling, nor are the reasons far to seek. Absence of direct relation between Great Britain and this province, high freights, dislike of British merchants to giving credit, and increased energy on the part of foreign countries, especially Italy, are among them.

Twenty years ago, British merchants being practically sole importers could dictate their own terms to buyers in Macedonia. But now that Italy, Austria, and Germany are so developing their commerce as to easily supply goods once supplied only by England, it is absurd of the former to cling to their ready-money system. From three to six months' credit is what buyers expect, and they cannot be expected to buy for cash from England articles of which Germany supplies them an excellent imitation on easy terms, or for which they have to wait some six months before being paid by retail merchants.

The result of the non-existence of direct trade relations with England is that either British goods are not in the market at all or they are retailed by foreign merchants, who sell them at vastly increased prices in order to secure a more ready sale for their own inferior articles.

Further many foreign goods bear British marks. This is especially the case in the interior; the large majority of "Sheffield" wares come from Germany, and are thus naturally much depreciated.

Fez caps.

This Consulate has for years been urging British manufacturers to seize the opportunity afforded them by the rise in prices in fez caps, and open a fresh and lucrative trade for British goods.

The Austrian manufacturers finding they had a complete monopoly in this article raised the prices some 50 per cent., and Mr. Consul-General Blunt at once wrote to mention his conviction that here was a great chance for Great Britain to supply an article the value of which in this province alone amounts to close on 50,000*l.*, seeing that the wool has always come from Australia through Bradford, and that the machinery used was identical with that used for making stockings. But beyond a few casual enquiries no interest was aroused.

Now a certain Osman Derosch, acting for Jewish merchants of this town, has obtained a concession for the manufacture of fezzes, including a dispensation for eight years from all import duties on materials and machinery necessary to their manufacture.

The transit trade once an important factor in the commerce of Salonica has been practically destroyed by the railways. What goods destined for the interior of Macedonia do not reach it direct by rail are carried by vessel to the Black Sea and sent inland by river or rail. Servia alone is still supplied through Salonica, the imports from Great Britain amounting to about 1,800 tons of a value of some 225,000*l*. Of these close on 1,600 tons are cottons.

Unforeseen difficulties have further retarded the construction of the port, and it is unlikely that it will be completed in the specified time of three years from this date. At least twice, the ground has given under the harbour walls, and it is even now uncertain whether a firm basis has been reached or whether as before it is a mere stratum of mud and sand which will give again under the weight of the stonework. If this does not happen half the work is reported completed.

The Constantinople Chamber of Commerce has lately addressed two letters to Her Majesty's Ambassador relative to mining enterprise in Turkey.

In the first, dated March 3 last, attention is called to the fact that in consequence of protests raised by the Embassies, an Imperial Iradé recently issued, virtually forbidding the acquisition by foreigners of mining rights in Turkey, has apparently been suspended; but that it is doubtful whether a previous Iradé forbidding the issue of prospecting licences and inferentially the transfer of such or of mines from Turkish subjects to foreigners has been similarly suspended.

The mining industry is the chief British investment in Turkey, and British money is at the back of nearly the whole industry. Macedonia is rich in mines and British capitalists have already considerable sums of money sunk in them, and are—to judge by appearances—not unwilling to sink yet larger sums, certainly a larger percentage in mining than in any other enterprise.

The second letter, dated the 13th of the same month, refers to the proposed increase of the Turkish import duty and suggests the reforms needed to promote the development of the mining industry—as compensation for such an increase—the chief reform being the unrestricted exploitation of the country for mining purposes.

As will be seen from the annexed table, giving statistics of mines in this vilayet, a considerable quantity of mineral is exported from the district of Salonica, and it only needs a settlement of the pending questions to give the industry here a great impetus.

In the annexed return manganese from Strattoni is included in mineral exports from Salonica, since the merchants and traders live here and ships come here for their papers, &c. The amount exported actually from Strattoni was 42,479 tons, of which 15,311

tons went to Great Britain, 17,428 tons to America, 6,580 tons to France, and 3,160 tons to Holland.

**Exports.**

The total of exports, passed through the customs, amounted for the year 1899 to 101,257 tons of a value of 1,651,021*l.*, of which Great Britain claims 34,988 tons of a value of 386,312*l.*

**Cereals.**

The crops which at one time promised exceedingly well were ruined by subsequent drought; they have proved, as regards both quality and quantity, inferior to even those of 1898, which were very poor, and the financial condition of the population of this district is consequently bad.

Prices ruled even and unremunerative. Most business done with western markets was exclusively in barley and oats, and that very moderate. The outlook for the crops of 1900 is mostly bad; continual rains are rotting them and they have in the interior been very much damaged by floods.

**Tobacco.**

The 1898 crop of tobacco exported in 1899 was abundant and above the average in quantity and quality. Prices were as follows:—

				Price per Lb. in the Villages.			
				From—		To—	
				s.	d.	s.	d.
Gyeubek ..	..	..	..	1	6	2	2
Kir ..	..	..	..	1	1½	2	10
Pursitchan ..	..	..	..	0	6½	1	0
Drama ..	..	..	..	0	3	0	9

The 1899 crop, which will be exported this year, is slightly inferior in quantity; the quality was good, but persistent damp has done it much harm. To what extent the leaf has rotted is not known.

**Cocoons.**

The cocoon crop was most satisfactory as regards quality and quantity. Market active and prices high.

**Skins.**

There were good qualities of skins and large sales with rising prices.

**Wool.**

Abundant crops of wool were mostly exported to America and Austria-Hungary.

## Annex A.—RETURN of Shipping at the Port of Salonica during the Year 1899.

## BALONICA.

7

Nationality.	Entered.				Cleared.				Total Imports and Exports.	Per-centage.		
	Sailing.		Steam.		Total.	Quantities of Goods Imported.		Total of Sailing and Steam.			Quantities of Goods Exported.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.		From Great Britain.	From other Countries.				Total Cargoes.	To Great Britain.
British ...	...	...	69	97,949	97,949	32,039	4,992	97,949	30,068	28,967	196,898	...
" coasting ...	...	...	21	9,028	9,028	...	215	9,028	...	1,399	18,066	...
Total ...	2,116	43,007	90	106,977	106,977	32,039	5,207	106,977	30,068	30,366	218,964	38.8
Ottoman ...	...	...	179	84,784	84,784	...	12,530	107,791	...	7,761	216,582	8
Austro-Hungarian ...	2	252	107	121,169	121,421	...	16,693	121,421	1,006	9,560	242,842	10.83
French ...	...	...	86	114,783	114,793	720	20,619	114,793	570	4,037	229,586	10.83
Italian ...	...	...	68	82,463	82,463	...	7,555	7,665	...	13,007	17,623	10
Russian ...	6	327	74	92,790	92,790	160	4,950	92,790	2,617	14,785	134,581	8.6
Greek ...	1	323	69	57,393	57,393	...	9,924	5,100	...	7,800	14,786	8.6
Dutch ...	270	12,666	27	21,780	21,780	...	3,627	21,780	...	3,042	44,946	2.65
German ...	...	...	18	22,473	22,473	...	2,800	22,473	...	3,230	31,030	2.4
Roumanian ...	...	...	29	16,615	16,615	...	1,464	16,615	...	3,660	16,360	2
Belgian ...	...	...	4	8,160	8,160	...	500	8,160	...	655	8,182	0.45
Norwegian ...	...	...	4	4,091	4,091	...	...	4,091	...	...	1,155	0.45
Danish ...	...	...	1	879	879	1,765	...	879	1,620	...	1,768	1.3
Grand total ...	2,395	56,576	845	684,872	741,447	36,138	90,110	741,471	36,551	89,780	1,482,918	...

Annex B.—RETURN of Exports from Salonica by Sea during the Year 1899, not including Coasting Trade in Ottoman and Greek Craft.

Articles.	Market Prices.	To Great Britain.		To Austria-Hungary.		To France.		To Italy.		To Germany.		To Belgium.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Antimony ...	£ 1 0 0	90	£ 945	...	£ ...	32	£ 336	200	£ 2,100	...	£ ...	...	£ ...
Arsenic ...	15 0 0	12	192	...	...	1	1c	...	...	196	2,136	...	...
Barley ...	17 0 0	...	...	...	...	...	...	...	...	...	...	4,360	17,004
Beans ...	3 18 0	10,112	39,437	...	...	216	2,180	17	170	...	...	...	...
Bones ...	10 0 0	...	...	...	...	143	537	...	...	23	87	36	135
Cayenne pepper ...	2 15 0	33	124	441	1,064	...	...	...	...	...	...	...	...
...	14 10 0	...	...	...	...	...	...	...	...	...	...	...	...
...	4 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Chrome ...	4 10 0	1,550	6,588	532	2,331	266	1,131	872	3,706	265	1,354	605	2,571
Cocoons (silk) ...	487 13 6	...	...	...	...	48	23,408	544	265,235	...	...	...	...
Cotton ...	35 0 0	41	1,435	153	5,320	1	35	179	6,265	3	105	...	...
Darnel ...	30 0 0	...	...	4	120	...	...	...	...	...	...	...	...
Eggs ...	30 0 0	...	...	18	540	...	2,790	...	...	...	...	...	...
Extrails ...	20 0 0	...	...	153	3,060	...	13,716	...	...	9	108	...	...
Fennel seed ...	12 0 0	1,431	17,172	153	1,831	1,163	...	...	...	...	...	...	...
Flour ...	10 0 0	...	...	...	...	134	27,832	...	...	419	51,420	...	...
Furs and skins ...	See return	20	2,327	627½	47,949	...	16	...	...	4	64	30	480
Honey ...	16 0 0	...	...	...	...	1	...	...	...	5	150	3	90
Kernels of apricots ...	20 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Morocco leather ...	See return	...	...	120	14,132	...	...	...	...	...	...	...	...
Manganese (base, 50 per cent.) ...	8 10 0	19,231	168,446	...	...	6,510	54,903	...	...	...	...	2,160	27,650
...	9 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Millet seed ...	5 0 0	60	300	...	...	...	...	160	800	...	...	76	380
Oats ...	3 10 0	2,151	6,067	...	...	130	488	2,471	13,016	321	529	2,063	7,611
Copper, old ...	40 0 0	4	160	5	200	139	5,460	...	...	...	...	...	...
Iron, old ...	4 0 0	...	...	...	...	140	560	...	...	...	...	...	...
Onaginous seeds ...	6 10 0	...	...	...	...	716	6,103	1½	128	...	...	...	...
Opium ...	1 1 0	131,632	138,476	6,721	7,067	244	289	...	...	...	...	...	...
Plums ...	16 0 0	...	...	8	128	12	192	9	144	...	...	...	...
Poppy seed ...	12 5 0	...	...	...	...	...	...	41	502	...	...	1,123	13,567
Rags ...	2 10 0	...	...	...	...	66	168	442	1,106	607	6,046	...	...
Rye ...	3 15 0	...	...	...	...	...	...	...	...	...	...	...	...
Saffron ...	4 0 0	...	...	...	...	773	3,092	...	...	...	...	...	...
Sundries ...	20 0 0	48	960	45	900	113	2,260	51	1,020	42	840	38	1,160
Tobacco ...	80 0 0	20	1,600	263	21,040	3	240	2	160	62	4,960	3	240
Walnut wood ...	126 0 0	...	...	...	...	30	4,750	...	...	...	...	...	...
Wheat ...	5 12 0	...	...	...	...	25	140	...	...	...	...	101	506
Wool ...	36 0 0	...	...	61	2,196	10	360	45	1,621	...	...	5	180
Live animals* ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	386,312	...	105,171	...	168,160	...	296,182	...	76,186	...	76,432

\* To Constantinople 128,652 sheep, about 11s. each; to Greece 6,944 goats, 10s. each, 706 pigs, 2s. each, 333 horses, 11s. 6s. each; to Greece and Crete 6,464 oxen, 4s. 6s. each.

RETURN of Exports from Salonica by Sea during the Year 1899, not including Coasting Trade in Ottoman and Greek Craft—continued.

Articles.	Market Prices.	To Holland.		To America.		To Turkey.		To Greece.		To Roumania.		To Bulgaria.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Antimony ...	£ 10 10 0 Tons	...	...	...	...	...	...	...	...	...	...	...	...	322	3,381
Arsenic... ..	16 0 0	...	...	...	...	...	...	...	...	...	...	...	...	209	3,244
Barley ... ..	17 0 0	...	...	...	...	...	...	...	...	...	...	...	...	14,472	56,441
Beans ... ..	3 18 0	...	...	...	...	185	1,650	...	...	...	...	...	...	400	4,000
Bones ... ..	3 15 0	...	...	...	...	...	...	...	...	...	...	...	...	685	2,671
Cayenne pepper	14 10 0	9	34	...	...	139	1,871	12	174	63	899	40	580	243	3,524
Chrome... ..	4 0 0	250	1,062	...	...	...	...	...	...	...	...	...	...	4,370	18,573
Cocoons, silk ...	4 10 0	...	...	...	...	...	...	...	...	...	...	...	...	592	288,703
Cotton ... ..	487 12 6	...	...	...	...	...	...	...	...	...	...	...	...	376	18,160
Darnel ... ..	35 0 0	...	...	...	...	...	...	...	...	...	...	...	...	300	3,000
Eggs ... ..	30 0 0	300	900	...	...	...	...	5	150	...	...	...	...	102	3,060
Entrails ... ..	20 0 0	...	...	...	...	...	...	...	...	...	...	...	...	18	360
Fennel seed ...	12 0 0	...	...	...	...	29	348	...	...	...	...	...	...	2,764	33,168
Flour ... ..	10 0 0	...	...	...	...	1,160	11,600	...	...	...	...	...	...	1,160	11,600
Furs and skins ...	See return	...	...	1,064	107,170	...	...	...	...	...	...	...	...	227	231,728
Honey ... ..	16 0 0	200	3,200	...	...	...	...	...	...	...	...	...	...	235	3,795
Kernels of apricots	20 0 0	7	210	...	...	...	...	...	...	...	...	...	...	16	450
Morocco leather	8 10 0	...	...	...	...	...	...	...	...	...	...	...	...	139	14,152
Manganese (base, 50 per cent.) ...	9 0 0	...	...	19,768	172,970	...	...	...	...	...	...	...	...	48,689	435,929
Millet seed ...	6 0 0	...	...	103	615	49	245	...	...	...	...	...	...	448	2,249
Oats ... ..	3 10 0	...	...	...	...	54	202	20	76	...	...	...	...	8,136	30,498
Copper, old ...	40 0 0	21	840	...	...	...	...	...	...	...	...	...	...	309	7,329
Iron, old ... ..	4 0 0	...	...	...	...	...	...	...	...	...	...	...	...	735	6,248
Obscure seeds ...	8 10 0	...	...	...	...	...	...	...	...	...	...	...	...	150	187,512
Opium ... ..	1 1 0 Kilos.	...	...	11,164	11,712	...	...	...	...	...	...	...	...	348	5,668
Plums ... ..	16 0 0 Tons	319	6,104	...	...	...	...	...	...	...	...	...	...	2,101	25,737
Poppy seed ...	12 6 0	271	3,320	...	...	...	...	...	...	...	...	...	...	543	1,363
Rags ... ..	2 10 0	...	...	...	...	...	...	...	...	...	...	...	...	2,725	13,973
Rye ... ..	3 18 0	620	2,328	...	...	10	38	...	...	...	...	...	...	04	3,092
Saffron ... ..	4 0 0 Kilos.	...	...	...	...	...	...	...	...	...	...	...	...	1,008	20,120
Sundries ... ..	20 0 0	24	480	10	200	590	11,600	12	240	7	149	18	330	1,067	86,960
Tobacco ... ..	80 0 0 Tons	2	160	91	7,280	641	61,280	...	...	...	...	...	...	30	4,760
Walnut wood ...	125 0 0	...	...	...	...	4,300	24,060	...	...	...	...	...	...	4,821	25,998
Wheat ... ..	6 12 0	...	...	...	...	139	85,000	...	...	...	...	...	...	493	17,748
Wool ... ..	36 0 0	118	4,068	120	4,320	...	...	...	...	...	...	...	...	...	122,000
Live animals*	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,681,021
Total ... ..	...	...	21,704	...	304,167	...	192,918	...	39,861	...	1,939	...	900	...	...

\* To Constantinople 138,862 sheep, about 11s. each; to Greece 6,944 goats, 10s. each, 756 pigs, 2s. each, 333 horses, 11s. 5s. each; to Greece and Crata 5,464 oxen, 4s. 6s. each



Annex C.—RETURN of Skins Exported in the Year 1899, and of the Countries to which they were sent.

Articles.	Quantity.	100 Pieces equal to 1 Kilo.	Quantity.	Price per Oke (2½ lbs.), or per Pair.	To America.		To France.		To Austria-Hungary.		To Germany.		To Great Britain.		Total Value.
					Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
1. Goat, Class I.	Pieces. 450,000	180	Oksas. 720	£. d. 1 10 to 2 2 per oke	720	57,600	...	...	...	...	...	...	...	...	57,600
2. " " " II.	45,000	18	66-600	1 5½ "	...	3,863	...	...	...	...	...	...	...	...	3,863
3. Kid, Class I.	700,000	52	384	3 8 3 10 per pair	243	43,484	121	21,742	...	...	...	...	...	...	65,226
4. " " " II.	100,000	40	40	1 4 "	27	2,223	13	1,110	...	...	...	...	...	...	3,333
5. Lamb, Class I.	900,000	76	676	3 0 "	...	...	...	...	...	...	...	...	...	...	63,376
6. " " " II.	100,000	60	60	1 7½ "	...	...	...	...	...	...	...	...	...	...	4,910
7. Sheep ...	200,000	180	260	1 1 per oke	...	...	...	...	...	...	...	...	...	...	11,266
8. Hare ...	300,000	15	45	2 11 "	...	...	...	...	...	...	...	...	...	...	5,236
9. Fox ...	20,000	78	15-600	2 10 per pair	...	...	...	...	...	...	...	...	...	...	5,000
10. Badger ...	5,000	92	4-600	4 6 "	...	...	...	...	...	...	...	...	...	...	563
11. Otter ...	1,000	76	0-750	£. d. 1 0 0 "	...	...	...	...	...	...	...	...	...	...	500
12. Polecat ...	1,500	10	0-150	0 5 6 "	...	...	...	...	...	...	...	...	...	...	206
13. Sable ...	1,000	14	0-140	1 10 10 "	...	...	...	...	...	...	...	...	...	...	771
14. Marten ...	5,000	75	0-750	1 9 1 "	...	...	...	...	...	...	...	...	...	...	3,636
15. Wolf ...	560	150	0-750	0 4 8 "	...	...	...	...	...	...	...	...	...	...	69
16. Jackal ...	2,000	80	1-600	0 3 1 "	...	...	...	...	...	...	...	...	...	...	164
17. Grebe ...	10,000	12	1-200	0 2 11 "	...	...	...	...	...	...	...	...	...	...	729
18. Wild cat ...	4,000	20	0-800	0 2 0 "	...	...	...	...	...	...	...	...	...	...	200
Total ...	...	...	2,256-940	...	1,066-600	107,170	134	22,852	617-600	47,949	418-940	51,420	20	2,327	231,728
Morocco leather—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Cordovan ...	50,000	120	60	0 2 per oke	...	...	...	...	...	...	...	...	...	...	7,600
20. Messina ...	150,000	40	60	0 2 8½ "	...	...	...	...	...	...	...	...	...	...	6,562
Total ...	200,000	...	120	...	...	...	...	...	120	14,162	...	...	...	...	14,162

Annex D.—TABLE showing the Exact Quantity of Cereals Exported from the Quay at Salonica during the Year 1899.

Cereals.					Quantity.	Value.
					Tons.	£
Wheat	..	..	..	..	19,173	107,369
Maize	..	..	..	..	3,676	13,735
Rye	..	..	..	..	3,580	13,425
Oats	..	..	..	..	12,809	44,832
Barley	..	..	..	..	11,281	43,992
Millet	..	..	..	..	349	1,745
Aniseed	..	..	..	..	513	1,157
Vetches	..	..	..	..	422	1,688
Poppyseed	..	..	..	..	2,727	78,748
Cottonseed	..	..	..	..	225	788
Total					54,755	307,474

The difference in the quantities and values given in this return as compared with the quantities and values given in the return of exports is due to the inevitable omission from the latter of the coasting trade in small Greek and Turkish sailing craft.

The total of imports to Salonica amounted to 110,422 tons of <sup>Imports.</sup> a value of 2,568,970*l.*, of which Great Britain sent 36,395 tons of a value of 602,694*l.* These are the lowest figures at which the importation can be put. There is, undoubtedly, a large quantity unaccounted for owing, firstly, to the impossibility of obtaining anything like accurate information of the Greek and Turkish coasting trade, and, secondly, to smuggling which is carried on in a variety of ways and would account for a considerable percentage.

There was a large increase on the preceding year. Merchants foreseeing a great rise in prices laid in a very heavy stock, and importation for 1900 will probably prove comparatively insignificant.

Italian goods are rapidly gaining ground in Macedonia. <sup>Hand Italian goods.</sup> labour being cheap in Italy, manufacturers are enabled to underbid other nations to a large degree, and easy freights help them.

Manufactures of cotton, &c., from Constantinople (entered in <sup>Cotton manufactures, &c.</sup> the return as Turkish imports) are mostly if not entirely British goods. Freights to Salonica are so high owing to lack of competition, that merchants find it cheaper to import goods by indirect lines (Syra or Constantinople), or in case of articles for which there is only a small demand, such as cambrics, jaconettes, tangibs and lappets, to buy British goods from the large marts at Constantinople and Smyrna and to import from there. It has also been found impossible to accurately estimate German Austrian and Swiss manufactures imported, since the greater quantity reach Salonica by Austrian boats from Trieste.

Knitted goods came mostly from Germany and Italy, Great <sup>Knitted goods.</sup> Britain supplying only superior qualities in pure woollen flannels; whereas a very few years ago none but British knitted goods were

to be found in Salonica, its rivals now stock the market at very low prices at the usual six months' credit rate in all qualities.

• **Petroleum.**

There was a decrease in the quantity of petroleum imported, and a considerable increase in the prices, due mostly to the rise in prices of naphtha, and of materials used in the making of the cases and tins—tin, wood, nails, and pewter—also to big sales in the Far East. But the prices once raised, the Batoum companies have decided to maintain them, hence at this moment great scarcity with attendant high prices.

Roumania, though not deficient in oil, is lacking in capital with which to compete in exportation with Russia.

**Iron.**

Attention is drawn to the remarkable absence of British iron, which has been supplanted by the Belgian article.

Annex E.—RETURN of Imports by Sea to Salonica during the Year 1899, not including Coasting Trade in Ottoman and Greek Craft.

Articles.	Price per Ton.	Great Britain.		France.		Austria-Hungary.		Italy.		Germany.		Belgium.		Turkey.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Alcohol and beer	17 0	15	255												
Alum	5 0	12	60												
Bedsteads	20 0	45	900												
Bottles	68 0	11	110	35	350										
Bricks and tiles	2 0	16	30	1,146	2,292										
Candles	35 0	8	280	1	35										
Carpets	70 0	45	3,220												
Cement and lime	1 0	6	6	2,207	2,207										
Chemicals	175 0	80	1,000	80	14,000										
Chickpeas	16 0	330	5,280												
Coals	1 15	26,631	46,607												
Cochineal	80 0	16	1,280												
Coffee	50 0	420	21,000	354	17,700										
Colours	10 0	40	2,400	48	480										
Drugs	60 0	50	3,000	80	4,800										
Earthenware	18 0	20	360	18	324										
Ferries	300 0	12	360												
Fish	30 0	641	6,410	14,166	141,666										
Flour	10 0	641	6,410	14,166	141,666										
Fruits and vegetables	10 0	641	6,410	14,166	141,666										
Furs	550 0	...	...	...	...	36	19,800	1,260	12,500	...	...	520	5,200	152	1,520
Furniture	35 0	...	...	...	...	90	3,150	...	...	...	...	...	...	6	210
Glassware	20 0	...	...	...	...	142	2,840	...	...	...	...	...	...	116	2,320
Groceries	75 0	33	2,475	292	21,900	...	...	214	430	30	600	10	200	8	600
Haberdashery	200 0	61	12,200	61	12,200	25	7,500	964	7,238	25	1,875	...	...	3	900
Hardware	200 0	156	31,200	49	9,800	140	28,000	40	12,000	624	12,500	60	12,000	25	5,000
Hides	50 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indigo	60 0	271	16,260	113	6,780	62	3,100	...	...	2	100	9	450	40	2,000
Ink	400 0	34	1,400	5	2,000	4	1,600	...	...	...	...	...	...	...	...
Ironware	80 0	...	...	84	6,720	8	640	...	...	...	...	...	...	...	...
Jewellery and clock-work	30 0	160	4,800	80	2,400	164	4,920	644	1,928	2864	8,565	79	2,370	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

[illegible]



[illegible]

**SALONICA.**[illegible]



RETURN of Imports by Sea to Salonica during the Year 1899, not including Coasting Trade in Ottoman and Greek Craft—continued.

Articles.	Price per Ton.	Holland.		Greece.		America.		Russia.		Roumania.		Bulgaria.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Small shot	£ 4.	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Soap	20 0	...	...	...	...	...	...	...	...	...	...	...	...	92	2,760
Soda	21 0	...	...	...	...	...	...	...	...	...	...	...	...	447	9,387
Spirits, wine, &c.	5 0	...	...	3	15	...	...	...	...	...	...	...	...	5084	2,533
Starch	50 0	...	...	...	...	...	...	...	...	...	...	...	...	984	4,840
Sugar	20 0	...	200	...	...	...	...	...	...	...	...	...	...	884	1,770
Sundries	14 0	10	672	...	...	...	...	...	...	...	...	...	...	9,668	135,352
Talc	50 0	48	450	38	1,900	...	...	...	10,488	...	...	...	...	1,539	76,950
Tallow	2 0	...	...	...	...	...	...	...	150	...	...	...	...	206	882
Timber	32 0	...	...	...	...	...	...	...	...	...	...	...	...	117	3,744
Tobacco	4 10	...	...	...	...	...	...	...	...	...	...	...	...	3,429	15,476
Wine	130 0	...	...	6	780	...	...	...	7,985	...	...	...	...	660	85,800
Window glass	16 0	...	...	...	...	...	...	...	...	...	...	...	...	145	2,320
	10 0	...	...	...	...	...	...	...	...	...	...	...	...	845	8,450
Total	...	...	52,775	...	7,035	...	26,540	...	81,664	...	27,840	...	440	...	2,689,970

Annex F.—RETURN of Cotton, Wool, and Silk Manufactures Imported by Sea in Salonica during the Year 1899.

(613)

Articles.	Market Prices per Ton.	From Great Britain.		From France.		From Austria-Hungary.		From Italy.		From Germany.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
	£ 90 to 120	Tons.		Tons.		Tons.		Tons.		Tons.	
Cabats .. ..	..	625	56,250	..	..	..	..	..	..	..	..
Grey and other cotton goods .. ..	150	200	30,000	6½	975	220	33,000	298	44,700	22½	3,340
Cotton tissues .. ..	350	40	14,000	32	11,200	186	65,100	93	32,550	1	350
Prints .. ..	180	420	75,600	..	..	..	..	..	..	..	..
Woolen goods .. ..	750	80	60,000	26½	19,875	82½	62,070	16½	12,570	87	27,750
Worsted .. ..	140	20	2,800	..	..	6½	910	33½	4,690	..	..
Silks .. ..	2,500	..	..	14½	36,250	..	..	4½	11,875	..	..
White shirting .. ..	110	120	13,200	..	..	..	..	..	..	..	..
Manufactures .. ..	150	..	..	..	..	80	12,000	..	..	2	300
Handkerchiefs .. ..	250	220	55,000	..	..	..	..	..	..	..	..
Yarn, red and white .. ..	50	1,256	62,800	..	..	78	3,800	248	12,400	..	..
Thread .. ..	180	120	15,600	..	..	18½	2,405	..	..	2	260
Cloth .. ..	420 to 650	40	16,800	5½	3,575	69	28,980	..	..	..	..
Bag cloth .. ..	18	640	11,520	2½	43	..	..	..	..	..	..
Ready-made clothing .. ..	670	..	..	..	..	78½	51,424	..	..	..	..
Total .. ..	..	3,781	413,570	87	71,918	816	259,689	694	118,785	64	32,000

B 2

RETURN of Cotton, Wool, and Silk Manufactures Imported by Sea in Salonica during the Year 1899—continued.

Articles.	Market Prices per Ton.	From Belgium.		From Turkey.		From Holland.		From Greece.		From America.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Cabats .. {	90 to 120	..	..	..	..	..	..	..	..	130	15,600	755	71,850
Grey and other cotton goods ..	150	4½	640	49	7,350	..	..	..	..	15	2,250	815	122,255
Cotton tissues ..	350	51½	17,940	..	..	..	..	..	..	..	..	40½	141,140
Prints ..	180	..	..	..	..	77½	13,995	..	..	..	..	500	89,595
Woolen goods ..	750	..	..	..	..	..	..	..	..	..	..	248	182,265
Worsted ..	140	..	..	..	..	..	..	..	..	..	..	60	8,400
Silks ..	2,500	..	..	3½	9,170	..	..	..	..	..	..	24	67,295
White shirting ..	110	..	..	..	..	..	..	..	..	..	..	120	13,200
Manufactures ..	150	..	..	476	71,400	..	..	14½	2,140	..	..	572	85,840
Handkerchiefs ..	250	..	..	..	..	..	..	..	..	..	..	220	55,000
Yarn, red and white ..	50	4½	212	17	850	61½	3,075	..	..	..	..	1,663	83,137
Thread ..	130	8½	1,078	..	..	..	..	..	..	..	..	149	19,388
	420	..	..	..	..	..	..	..	..	..	..	..	..
Cloth .. {	to 650	1	420	..	..	..	..	..	..	..	..	115	49,775
Bag cloth ..	18	..	..	..	..	32	576	..	..	..	..	674	12,139
Ready-made clothing ..	670	..	..	..	..	..	..	..	..	..	..	77	51,424
Total ..	..	69	20,285	546	85,770	171	17,846	14½	2,140	145	17,850	6,388	1,042,453

## Annex G.—TRAFFIC by the Oriental Railway Company during the Years 1897-99.

Articles.	Imports.			Exports.		
	1897.	1898.	1899.	1897.	1898.	1899.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Alcohol ...	1,329	2,636	3,140	...	...	...
Beer ...	61	130	120	...	...	...
Bones and rags ...	...	...	2	...	...	2
Cereals ...	...	3,281	1,895	1,308	439	...
Coffee ...	...	...	...	1	...	...
Cotton ...	...	...	...	...	...	583
Drugs ...	47	67	68	47	2	5
Fruits, &c. ...	113	368	295	2,155	4,045	2,887
Furniture ...	...	...	30	...	...	33
Glassware ...	386	334	358	14	24	14
Groceries ...	1	...	...	68	81	81
Hemp and rape ...	310	321	220	...	...	...
Iron ..	1,060	540	...	...	...	140
Leather ...	15	3	...	112	124	140
Manufactures ...	15	20	20	1,198	1,030	1,810
Millstones ...	...	...	...	...	...	207
Minerals ...	...	...	...	50	...	311
Packing paper ...	57	98	47	27	66	50
Oil and petroleum ...	...	1	...	...	271	576
Rice... ..	...	...	...	369	224	260
Skins ...	6	18	2	85	...	2
Soap ...	...	...	...	...	...	25
Steel ...	376	160	161	173	179	112
Sugar ...	2,537	3,736	4,434	...	...	...
Sundries ...	150	123	167	1,179	470	110
Timber ...	110	260	438	...	3	...
Tobacco ...	...	...	...	17	21	67
Victuals ...	146	126	79	111	136	188
Wine ...	3	10	12	387	477	346
Wool ...	...	...	...	350	114	153
Total ...	6,702	12,222	11,488	7,651	7,706	7,462

## TRAFFIC Return of the Oriental Railway Company for the Years 1897-99.

## No. 1.—NUMBER OF PASSENGERS CARRIED BY THE LOCAL AND DIRECT SERVICES.

				Number of Passengers.		
				1897.	1898.	1899.
First class .. ..	..	..	..	1,357	1,364	1,256
Second class .. ..	..	..	..	12,567	13,338	13,299
Third class .. ..	..	..	..	385,061	217,089	157,192
Total .. ..	..	..	..	348,985	231,791	171,747

## No. 2.—GOODS TRAFFIC.

	1897.		1898.		1899.	
	Local.	Direct.	Local.	Direct.	Local.	Direct.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Passengers luggage	202	32	233	40	235	32
Grande vitesse ...	12,868	33	3,307	38	1,545	50
Petite vitesse ...	144,568	14,311	117,472	19,890	115,282	18,400
Total ...	157,634	14,375	121,012	19,968	117,062	18,482

## No. 3.—TRANSPORT OF CATTLE.

Description.		Quantity.		
		1897.	1898.	1899.
Horned cattle ..	Trucks ..	447	611	407
Sheep, &c. ..	" ..	492	526	515
Horses and mules ..	Head ..	36,368	4,326	785

## CAVALLA.

Annex A.—RETURN of all Shipping at the Port of Cavalla during the Year 1899.

## ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Ottoman ...	98	28,681	1,780	14,402	1,878	43,083
Austro-Hungarian	107	120,912	8	1,511	115	122,423
French ...	26	61,541	...	...	26	61,541
Italian ...	1	1,247	...	...	1	1,247
German ...	5	6,374	...	...	5	6,374
Greek ...	50	9,974	111	1,837	161	11,811
Samian ...	...	...	5	46	5	46
Total ...	287	228,729	1,904	17,796	2,191	246,525

NOTE.—The above vessels all cleared.

## Annex B.—EXPORTS.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	£	Lbs.	£
Leaf tobacco .. ..	16,600,000	880,500	20,161,616	1,190,440
Cotton .. ..	120,000	2,320	90,000	1,700
Cereals .. ..	..	..	..	..
Hides .. ..	70,000	2,480	10,000	3,200
Wool .. ..	..	..	40,000	1,000
Fennel .. ..	..	..	150,000	860
Salt fish.. ..	8,000	200	32,000	1,000
Sundries .. ..	..	5,000	..	2,000
Total .. ..	16,798,000	840,500	20,483,616	1,200,200

## IMPORTS.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	£	Lbs.	£
Sugar .. ..	8,000,000	22,000	4,000,000	24,500
Cotton yarn and tissues	600,000	29,900	800,000	32,000
Rice .. ..	1,500,000	12,000	1,800,000	15,000
Petroleum .. ..	1,700,000	4,352	2,000,000	6,000
Flour .. ..	6,800,000	30,000	8,000,000	35,000
Coffee .. ..	880,000	12,600	400,000	14,000
Salt .. ..	7,000,000	14,000	7,000,000	14,000
Soap .. ..	2000,00	2,000	300,000	3,000
Metals .. ..	1,700,000	2,840	1,900,000	3,000
Oils .. ..	500,000	6,000	600,000	7,000
Woollen tissues ..	1,000,000	36,000	1,200,000	32,000
Alcohol, wine and beer	..	..	1,800,000	15,000
Sackcloth and hardware	..	66,288	..	6,000
Sundries .. ..	..	1,000	..	55,700
Total .. ..	24,380,000	232,780	29,800,000	262,200

Annex C.—TABLE showing Total Value of Articles Exported from and Imported to Cavalla to and from Foreign Countries during the Years 1898–99.

Country.	Exports.		Imports.	
	1898.	1899.	1898.	1899.
	£	£	£	£
Great Britain .. ..	20,000	30,000	8,000	20,000
Turkey .. ..	120,000	100,000	86,000	89,000
Austria .. ..	341,000	600,000	86,000	55,000
France .. ..	..	4,000	12,000	15,000
Italy .. ..	80,000	100,000	3,000	4,000
Russia .. ..	28,000	35,000	8,000	9,200
Egypt .. ..	115,000	13,000	180	4,000
Germany .. ..	26,000	60,000	5,600	12,000
Roumania .. ..	40,000	..	14,000	18,000
Greece .. ..	..	..	4,000	8,000
Belgium .. ..	..	..	..	9,000
Holland.. ..	..	..	..	..
India .. ..	70,500	258,200	6,000	17,000
America .. ..	..	..	..	2,000
Servia .. ..	..	..	..	..
Bulgaria .. ..	..	..	..	..
Total .. ..	840,500	1,200,200	282,780	262,200

PREVESA.

Mr. Acting Vice-Consul Conéménos reports as follows:—

Bad state of the country, and its causes.

The port of Salahora having become the principal port of Janina, the Turko-Greek war and the poor crops of olives have combined to produce a ruinous effect on the trade of Prevesa; all the merchants and tradespeople are complaining of the complete stagnation of affairs, and it is only by a good crop of olives, on which the inhabitants depend so largely for their living, that there is any chance of the country maintaining what little prosperity is left to it. Janina, as I hear, is in a similar condition of ever-increasing poverty.

Observations on annexed tables.

From the annexed tables concerning the port the condition of the country can be seen, bearing further in mind: (1) that the Valaques (the majority from Tiracco, on the Thessalian Turko-Greek frontier) are the only people to profit by the exportation of cattle (and their products), which they bring to Prevesa merely to let them graze during the winter in the surrounding country; (2) that one must reckon at least another 3,500*l.* worth of imported articles which are smuggled into Prevesa from Greece.

Movement in the port.

The movement in the port during last year compared with that of the former year presents, as far as sailing vessels are concerned, a difference in inverse ratio to the number of steamers. To the six steamers (five Greek and one Austrian) plying in the

Gulf of Aota and touching at Prevesa two others have been added, an Italian, of 205 tons, of the "Puglia" Steamship Company, with Bari as its headquarters, which makes the trip every fortnight, and a Greek, "Pylaros," of 111 tons, belonging to a private owner, which plies twice a week, with Pylaros of Cephalonia as headquarters, between the Piræus (Patras, Pylaros, Santa Maura) and Prevesa.

The above-mentioned Italian vessel carries mails from Brindisi for the Austrian Lloyd Agency at Prevesa, and takes them also to Brindisi. The only other real mail boats are the Austrian Lloyd and two vessels of the Macdouall and Barbour Company (sailing under the Greek flag, with their headquarters at the Piræus); these carry the mails, which arrive by the same Company's boats from Constantinople at the Piræus, for the Ottoman Post Office. Mail boats.

The commerce with the United Kingdom is worthy of notice, in that it increases from year to year at the cost of that of other countries, and it is only Greece, whose navigation and industry are decidedly in the ascendant, which can compete with it. Trade with the United Kingdom.

All cotton and woollen goods are exclusively of British importation. The exports, too, to the United Kingdom have largely increased, though the increase is partly due to chance.

Russia does not figure in the Table (D), for I have considered petroleum from Batoum as British, since it comes to Prevesa refined from Malta, where it is sent in its natural state. Russia.

The increase in imports from Turkey is fictitious, since many foreign goods, more especially British, reach Prevesa through Constantinople and Salonica, passing here as Turkish articles. Turkey.

The increase in the total of exports compared with that of the previous year, despite the very meagre crop of olives, is due to the great exportation of cattle (and their products), of which there has been great abundance, owing to very favourable weather and fertile pasturage; to the exportation of cereals for the first time for many years, attributable to the extraordinary fertility of the Epirus plains, when (as was the case in the spring of 1899) there is a good supply of rain; and finally to the exportation of coal, which, though only recently started, has already reached an important figure. Exportation.

Imports have only very slightly increased. An unusual quantity of cottons, woollens, and silks have been imported, which must be attributed to the fact that the villagers profiting by the little money they have put by (due to the good cereal crops) are beginning to replace what they lost in the late war. Importation. Cottons, &c.

Further, all kinds of wood (excepting firewood) have been in extraordinary demand, more especially that used for the cases and barrels for the exportation of cheese, butter, &c. Wood.

Soap, which has only just begun to be imported from Greece, has already attained a considerable figure, and competes, as to the quality and price, with the native article. Soap.

The population of Prevesa and its villages is 11,000 or 12,000. There are no official statistics. Population.

Public health has on the whole been good. There were a few

Public health.



cases of diphtheria in the town of Prevesa and in the village of Douviana among the children, of whom 14 died of it. The anti-diphtheria serum was a great success.

Agriculture.      Agriculture is still in its infancy.

Annex A.—RETURN of all Shipping at the Port of Prevesa during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	2	1,054	2	1,054
Austro-Hungarian ... ..	5	91	115	19,435	120	19,526
Ottoman ... ..	598	3,963	2	1,660	600	5,613
Greek ... ..	390	7,163	297	54,465	677	61,628
Italian ... ..	1	134	20	4,100	21	4,234
Total ... ..	984	11,341	436	80,714	1,420	92,055
„ for the year preceding ... ..	...	...	...	...	1,785	98,761

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	2	1,054	2	1,054
Austro-Hungarian ... ..	5	91	115	19,435	120	19,526
Ottoman ... ..	590	3,903	2	1,660	592	5,563
Greek ... ..	378	7,111	297	54,465	675	61,576
Italian ... ..	1	134	20	4,100	21	4,234
Total ... ..	974	11,239	436	80,714	1,410	91,953
„ for the year preceding ... ..	...	...	...	...	1,778	98,597

## Annex B.—RETURN of Principal Articles of Export from Prevesa during the Year 1899.

Articles.			Quantity.	Value.	For--
				£	
Wool .. ..	Lbs. ..		84,000	1,500	Austria-Hungary
Butter .. ..	" ..		70,000	1,100	Greece
Cheese .. ..	" ..		1,008,000	7,500	Egypt, two-thirds; Turkey, one-third
Olive oil .. ..	" ..		120,000	1,500	Roumania, seven-eighths; Tur- key, one-eighth
Olives .. ..	" ..		840,000	2,000	Great Britain, one-half; Egypt one-half
Valonea .. ..	" ..		560,000	800	Austria-Hungary
Cereals .. ..	" ..		400,000	1,000	Austria-Hungary, five-sixths; Greece, one-sixth
Fish .. ..	" ..		54,000	800	Turkey, two-thirds; Greece, one-third
Fish-roe .. ..	" ..		5,600	600	Turkey, five-sixths; other countries, one-sixth
Skins .. ..	Number		42,000	1,800	Austria-Hungary
Cheese .. ..	" ..		45,000	6,000	Italy, two-thirds; Great Britain, one-third
Animals .. ..	" ..		4,000	7,500	Great Britain, one-half; Greece, one-half
Coal .. ..	Tons ..		2,000	3,000	Turkey, one-half; Greece, one- half
Olive residues .. ..	" ..		500	500	Greece
Yellow fustic .. ..	" ..		..	1,200	Austria-Hungary, two-thirds; France, one-third
			..	36,800	
Total from Janina via Prevesa .. ..	..		..	1,785	
			..	38,585	
Total .. .. " for the year preceding	..		..	31,700	

## Annex C.—RETURN of Principal Articles of Import to Prevesa during the Year 1899.

Articles.		Quantity.	Value.	From—
			£	
Sugar .. ..	Lbs. ..	300,000	2,100	Austria-Hungary
Coffee .. ..	" ..	43,000	800	Austria-Hungary, three-fourths; Italy, one-fourth (from America)
Flour .. ..	" ..	2,100,000	8,000	France, two-thirds; Roumania, one-third
Maize .. ..	" ..	980,000	3,000	Turkey, seven-eighths; America, one-eighth
Barley .. ..	" ..	490,000	800	Turkey
Rice .. ..	" ..	97,000	400	Turkey, three-fourths (from India); Italy, one-fourth
Soap .. ..	" ..	84,000	750	Greece
Wine .. ..	Barrels	3,000	1,500	Greece
Spirits .. ..	" ..	1,000	2,000	Austria-Hungary
Cognac .. ..	" ..	150	800	Greece
Rum .. ..	" ..	150	250	Great Britain
Petroleum ..	Boxes	3,500	950	Great Britain (from Russia)
Cotton goods ..	" ..	" ..	4,000	Great Britain, two-thirds; Germany, one-third
Woollen goods ..	" ..	" ..	2,500	Great Britain, two-thirds; Germany, one-third
Silk goods ..	" ..	" ..	1,300	Italy, two-thirds; France, one-third
Hardware .. ..	" ..	" ..	1,500	Turkey (from Great Britain)
Glassware .. ..	" ..	" ..	500	Austria-Hungary
Leather .. ..	" ..	" ..	1,100	Greece, two-thirds; Italy, one-third
Timber .. ..	" ..	" ..	1,500	Austria-Hungary
Stationery .. ..	" ..	" ..	500	Austria-Hungary, two-thirds; Italy, one-third
Other articles ..	" ..	" ..	4,000	Different countries
Total for Janina via Prevesa ..	" ..	" ..	37,750	
Total .. ..	" ..	" ..	45,850	
" for the year preceding	" ..	" ..	46,600	

Annex D.—TABLE showing Total Value of Articles Exported from and Imported to Prevesa to and from Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Great Britain ..	6,000	3,500	7,600	2,000
Austria-Hungary ..	7,485	7,400	9,115	9,000
Italy .. ..	4,000	3,000	2,280	2,000
France .. ..	500	1,000	6,455	6,200
Germany .. ..	500	..	1,745	..
Turkey .. ..	5,000	1,280	10,000	15,200
Greece .. ..	7,200	2,800	4,800	3,000
Russia .. ..	..	..	..	3,700
Roumania .. ..	1,300	120	1,800	3,000
Egypt .. ..	6,000	12,000	100	800
Belgium and Switzerland ..	..	..	1,155	700
Other countries ..	600	600	1,300	1,000
Total .. ..	38,585	31,700	45,850	46,600

## USCUB.

Mr. Vice-Consul Fontana reports as follows:—

The total of imports to the vilayet of Kossova during the year 1899 amounted to 413,270*l.*, showing a small increase upon the total imports during 1898, which were 399,300*l.* Exports reached a total value of 180,780*l.*, against the preceding year's total of 191,800*l.*, showing a decrease of about 11,020*l.* The value of the wine and grape export to Bulgaria and Servia during 1899 shows a fall of one-third, which may, perhaps, be accounted for by the extremely abundant yield of grapes throughout Servia last year. The sheep and oxen export trade during 1899 suffered a decline of 4,600*l.* in comparison with that of 1898. Thessaly was the chief market for Kossova cattle up to the time of the late Greco-Turkish war, but since then there has been but little demand for such cattle in Greece. There was a fall of 8,000*l.* in opium during 1899, and that year seems to have been upon the whole unfavourable to agriculture. There was a notable rise, however, in the export value of skins, opium seed, and tobacco.

In the second appendix to this report it may be seen that the total value of imports from Great Britain during 1899 amounted to 92,040*l.*, whereas the total value for the previous year was 94,300*l.* Manufactured goods fell from 30,000*l.* to 26,000*l.*, chemical products from 2,300*l.* to 1,300*l.*, and porcelain ware from 1,800*l.* to 400*l.*, but cotton rose from 47,500*l.* during 1898 to 51,800*l.* during 1899, soap from 1,000*l.* to 1,500*l.*, and steel from 200*l.* to 500*l.*

The only exports from the Kossova vilayet to Great Britain during 1898 were opium and chrome, to the respective values of 24,500*l.* and 2,600*l.* During 1899 the chrome exportation appears to have ceased, and the total value of the opium exported to the British Isles fell to 17,400*l.* So that whilst the value of British imports (to Kossova) declined only to the extent of 2,260*l.*, the value of exports to Great Britain decreased by 9,700*l.*

Austrian goods largely preponderate in the import trade of this vilayet, although not a small proportion of those goods may be looked upon as the mere refuse of the Austrian markets. The prices naturally are low, and however inferior in quality the supply may be, the demand is not, as a general rule, very critical. Commercial travellers representing Austrian firms, furnished with price lists and catalogues in the Slav languages, and priced in the local currency, travel through the vilayet and meet with success in obtaining commissions from the local merchants, the great majority of whom belong either to the Servian or Bulgarian communities. British commercial travellers are unknown here, and the few circulars sent to me by British firms since my arrival at Uscub last July, have been in English with, of course, the English scale of weight or measure, and with (or without) prices in the currency of the United Kingdom. Such documents are of very little value in this region where the English language is, from a commercial point of view, practically unknown. British merchants might, I am told, find a rapidly increasing sale for their goods in Kossova by furnishing circulars or price lists in one of the local Slav languages (Servian or Bulgarian), and adopting the French metrical system for the purpose in view, as British manufactures and materials are sought after as being superior in quality and more durable in wear. The higher prices would be counterbalanced by the superiority and durability of the articles supplied, and such articles would undoubtedly supplant little by little the cheap but comparatively worthless importations from other sources. British cloth and artisans' tools, for instance, might, amongst other goods, find a widening market in the vilayet of Kossova.

## Appendix I.—EXPORTS from Kossova.

Articles.	Destination.	Total Value.
		£
Wine .. ..	Servia, Bulgaria .. ..	1,000
Grapes .. ..	Servia .. ..	1,400
Butter .. ..	Salonica .. ..	3,400
Cheese .. ..	Salonica, Constantinople .. ..	9,400
Wool .. ..	Austria-Hungary .. ..	1,800
Sheep .. ..	Constantinople, Asia Minor .. ..	7,200
Oxen .. ..	Constantinople, Salonica .. ..	1,200
Sheep-skins..	Austria-Hungary .. ..	700
Lamb-skins..	Austria-Hungary, Germany .. ..	6,300
Kid-skins .. ..	France, America .. ..	4,300
Goat-skins ..	Austria-Hungary, France, America .. ..	2,600
Cordwain .. ..	Austria-Hungary .. ..	5,800
"Morocco" leather	Austria-Hungary, Germany .. ..	2,500
Game, venison ..	Austria-Hungary, Germany .. ..	1,600
Chrome .. ..	France, Belgium, Austria-Hungary .. ..	13,200
Corn .. ..	Servia, Bulgaria, Austria-Hungary, Salonica	35,000
Bran .. ..	Italy, Austria-Hungary .. ..	900
Rice .. ..	Servia .. ..	1,000
Haricot beans ..	Constantinople, Salonica .. ..	10,200
Onions .. ..	Servia .. ..	120
Barley .. ..	Servia, Austria-Hungary .. ..	3,800
Oats .. ..	Germany, Austria-Hungary .. ..	18,600
Maize .. ..	Servia .. ..	1,700
Rye .. ..	Germany .. ..	5,800
Tobacco .. ..	Salonica, Egypt .. ..	18,000
Apples .. ..	Austria-Hungary .. ..	60
Kossova fancy goods	Austria-Hungary, Italy, Servia .. ..	800
Skin remnants ..	Austria-Hungary, Germany .. ..	500
Mugwort .. ..	Belgium .. ..	300
Opium .. ..	United Kingdom, America .. ..	18,600
Opium seed.. ..	Greece, Belgium .. ..	2,500
	Total .. ..	180,780

## IMPORTS to KOSSOVA.

Articles.	Source.	Total Value.
		£
Cotton .. ..	United Kingdom, Italy, Austria-Hungary ..	58,000
„ red .. ..	Germany, Austria-Hungary .. ..	4,000
Clothes .. ..	United Kingdom, France, Russia, Germany, Austria-Hungary, Sweden	8,400
Jewellery .. ..	Austria-Hungary, Germany .. ..	270
Food materials ..	France, Italy .. ..	500
Silk .. ..	France, Italy, Austria-Hungary .. ..	3,800
Steel .. ..	United Kingdom, Austria-Hungary, Germany	5,600
Manufactured goods	United Kingdom, France, Austria-Hungary, Germany, Switzerland, &c.	98,200
Coal .. ..	Servia .. ..	1,400
Wines .. ..	Italy, Austria-Hungary .. ..	50
Shoemakers' tools and material	United Kingdom, Germany, Austria-Hungary	1,800
Brushes .. ..	Italy, Germany .. ..	300
Glassware .. ..	Germany, Austria-Hungary, Belgium ..	4,600
Wood, planks ..	Austria-Hungary, Roumania .. ..	2,000
Fruit .. ..	Smyrna, Crete, Greece .. ..	10,600
Sacking, jute ..	United Kingdom, Italy, Belgium .. ..	5,700
Fancy articles ..	Austria-Hungary, Germany .. ..	900
Coffee .. ..	Trieste, Marseilles, Hamburg .. ..	13,500
Sugar .. ..	Austria-Hungary .. ..	37,500
Chemists' drugs ..	Austria-Hungary, Switzerland, France, Italy, Germany	2,400
Matches .. ..	Austria-Hungary, Italy, Sweden .. ..	2,200
Candles .. ..	Holland .. ..	300
Perfumery .. ..	Germany, Austria-Hungary, France ..	600
Metals .. ..	United Kingdom, Germany, Austria-Hungary	9,200
Chemical products	United Kingdom, Belgium, Italy, Austria-Hungary, Germany	4,600
Paints .. ..	Germany, France, Austria-Hungary ..	3,400
Iron .. ..	United Kingdom, France, Belgium, Germany, Austria-Hungary	26,700
Beer .. ..	Austria-Hungary, Germany .. ..	600
Cast-iron .. ..	Belgium, Austria-Hungary, France ..	3,800
Spices .. ..	Trieste, Hamburg, Marseilles .. ..	3,400
Rice .. ..	Italy, Hamburg .. ..	6,200
Furniture .. ..	Austria-Hungary .. ..	600
Porcelain and china	United Kingdom, Austria-Hungary, Germany	2,700
Oils .. ..	United Kingdom, Greece, Austria-Hungary	4,000
Alcohol .. ..	Austria-Hungary .. ..	8,000
Petroleum .. ..	Batoum .. ..	18,900
Lace .. ..	Germany, Austria-Hungary, Russia ..	5,200
Leather .. ..	Rangoon, Zanzibar, &c. .. ..	28,000
Soap .. ..	United Kingdom, Austria-Hungary, France	7,000
Wax .. ..	Bosnia .. ..	180
Flour .. ..	Russia .. ..	600
Paper .. ..	United Kingdom, Belgium, Austria-Hungary	10,800
Cognac and liqueurs	France, Greece .. ..	2,000
Russian tea .. ..	Russia .. ..	70
Machines .. ..	Germany, Austria-Hungary .. ..	6,600
Musical instruments	Germany .. ..	100
	Total .. ..	413,270

## Appendix II.

The only export from Kossova to Great Britain during 1899 was opium, to the total value of 17,400/.

## IMPORTS from Great Britain to Kossova during 1899.

Articles.						Value.
						£
Cotton	..	..	..	..	..	51,800
Clothes	..	..	..	..	..	340
Manufactured goods	..	..	..	..	..	26,000
Shoemakers' tools, &c.	..	..	..	..	..	300
Paper	..	..	..	..	..	500
Oils	..	..	..	..	..	800
Porcelain and chinaware	..	..	..	..	..	400
Soap	..	..	..	..	..	1,500
Chemical products	..	..	..	..	..	1,300
Iron	..	..	..	..	..	1,600
Sacking and jute	..	..	..	..	..	2,700
Steel	..	..	..	..	..	500
Metals and metal ware	..	..	..	..	..	4,300
Total						92,040



## MONASTIR.

Mr. Consular Dragoman Pissurica sends the following four tables:—

## RETURN of Imports to Monastir during the Year 1899.

Articles.	Quantity.	Value.	From—
	Tons.	£	
Alcohol .. .. .	500	8,500	Austria-Hungary
Coffee .. .. .	200	10,000	Austria-Hungary and Belgium; low prices and much speculation
Sugar .. .. .	1,300	18,000	Austria-Hungary
Tobacco .. .. .	120	42,000	The interior; 10,000l. worth through the Regie, the rest smuggled, chiefly by soldiers
Salt .. .. .	1,500	8,000	The interior
Petroleum .. .. .	1,200	10,000	Russia; diminution in quantities, owing to high prices
Soap .. .. .	160	5,000	The interior
Groceries, &c. .. .. .	550	22,000	Austria-Hungary, Great Britain, Switzerland, France, and Italy
Chemicals .. .. .	80	6,500	Austria-Hungary, Great Britain, Germany, France, and Italy
Skins .. .. .	70	10,000	France, Italy, and the interior
Metals .. .. .	1,300	12,000	Belgium and Great Britain
Hardware and drugs .. .. .	500	20,000	Austria-Hungary, Belgium, Great Britain, and Germany
Paper .. .. .	300	6,000	Austria-Hungary, Belgium, Great Britain, and Germany
Cottons and shirtings— Cottons (85,000 pieces)	350	28,500	200 tons from the interior and Salonica, and 150 tons from London and Manchester
Shirtings (15,000 pieces)	65	15,000	Mostly from Great Britain
Linen, wool, silk, and cotton manufactures	700	60,000	Great Britain, Austria-Hungary, Belgium, Germany, and Italy; decrease in consequence of local manufactures
Sundries .. .. .	950	18,000	Switzerland, Greece, Italy, Bul- garia, Servia, &c.
Total .. .. .	9,845	299,500	

## COUNTRIES Imported from.

Country.	Value.	Remarks.
	£	
Austria-Hungary ..	87,000	Increase of 79,500% on 1897
Great Britain ..	65,000	Decrease of 72,000% on 1897
Belgium ..	18,000	Increase of 15,000% on 1897
Germany ..	17,000	Increase of 10,500% on 1897
France ..	12,000	Decrease of 14,000% on 1897
Russia ..	10,000	
Italy ..	8,000	Increase of 3,500% on 1897; imports in leather, cottons, silks, papers, chemicals, chocolate, macaroni, fish, and other small articles
Other countries ..	11,000	Decrease of 20,000% on 1897
Interior of Macedonia	71,000	Increase in manufacture of soap, linen, paper, &c., on 1897
Total ..	299,000	

## DETAILS of Importation from Great Britain during the Year 1899.

Articles.	Quantity.	Value.	Remarks.
	Tons.	£	
Copper, iron, pewter, zinc, lead, tin	400	4,000	Competition in these articles is increasing; foreign goods inferior and cheaper
Cotton yarns .. ..	120	13,500	Italy has begun importing in not inconsiderable quantities
Shirting .. ..	45	9,000	
Cloth, linen, wool, silk, and cotton manufactures	..	26,000	Alsace-Lorraine and Italy are taking away British trade; the latter especially in prints
Groceries, chemicals, hardware, drugs, biscuits, &c.	..	12,500	Mostly German, with English trade-marks; oils, colours, drugs, all Austrian imitations
Total .. ..	..	65,000	

## DETAILS of Exportation from Monastir during the Year 1899.

Articles.		Quantity.	Value.	Remarks.
Cereals .. ..	Tons ..	5,000	£ 23,000	Half through Messrs. Allatini
Flour .. ..	" ..	700	6,000	For the interior
Hides .. ..	Pieces	32,000	23,000	
Wool stuffs of local manufacture	..	..	11,000	Increase on 1897 of 8,000%.
Sundries .. ..	..	..	3,000	Decrease
Total .. ..	..	..	71,000	

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TURKEY.

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REPORT FOR THE YEAR 1899

ON THE

TRADE OF THE CONSULAR DISTRICT OF  
ERZEROUM.

---

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2233.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
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*Report on the Trade of the Consular District of Erzeroum for  
the Year 1899*

By MR. CONSUL LAMB.

(Received at Foreign Office, June 25, 1900.)

I regret that I have little or nothing favourable to report as regards the recovery of this district from the deplorable economic condition into which an unfortunate succession of events, culminating in the massacres of 1895, has resulted in plunging it.

It is indeed estimated that the imports of 1899, including Imports. those from other provinces of Turkey, amounted in value to 237,000*l.*, exceeding those of the previous year by a sum of about 6,400*l.*, but this excess, distributed over 13 or 14 different heads, is insignificant in all except certain categories of textile fabrics, and it seems probable that this may be accounted for rather by the very considerable rise in prices which has taken place in Manchester goods since last spring than by any increase in local consumption.

On the other hand, the table of exports for 1899 shows a Exports. diminution of over 10,000*l.*, leaving a decrease on the aggregate trade of the year.

Owing to a dry summer and various other causes the harvests of 1899 fell from 25 to 30 per cent. below the average throughout the entire district, and the bulk of the resulting crops having passed into the hands of speculators, who succeeded in establishing practically a corner in grain, the price of wheat in Erzeroum rose 50 per cent., while that of barley nearly doubled. On the recommendation therefore of the Governor-General an Iradé was issued in November prohibiting all exportation of cereals until after next harvest. Wheat accordingly, which figured in the table of exports for 1897 at 14,500*l.*, and even in 1898 at 7,000*l.*, was last year conspicuous by its absence. The export of sheep to Syria and Constantinople was also somewhat below the usual amount, and the total exportation of the year is valued at under 148,000*l.*

It is so far satisfactory to note that of the estimated increase British trade. of 6,400*l.* in the value of imports, 5,800*l.* is attributed to goods of British origin. Great Britain has no share in the export trade of this district, the only effort in that direction that has come to my knowledge having been the despatch of a consignment of

linseed to England, which resulted in a loss. She still, however, retains the foremost place amongst the countries from which goods are imported, her share for last year having amounted to 28·4 per cent. of the total foreign import, as against 26·4 per cent. in 1898.

The following is a list of the principal British articles of importation:—

Articles.					Value.
					£
Calico	..	..	..	..	16,500
Prints	..	..	..	..	6,600
Muslin	..	..	..	..	2,200
Cotton yarn and thread	..	..	..	..	6,000
Handkerchiefs	..	..	..	..	1,500
Other cotton goods	..	..	..	..	1,070
Woollen goods	..	..	..	..	5,200
Linen	..	..	..	..	350
Metals	..	..	..	..	7,650
Tea	..	..	..	..	4,500
Sundries	..	..	..	..	3,280
Total for 1899					54,850
1898					49,050
Increase					5,800

A slight increase in the estimated value of imports from Russia and Persia was counter-balanced by a falling-off in those from Austria-Hungary, as well as in native products imported from other provinces of Turkey, but these trifling variations do not seem to call for any special notice.

Russian trade.

The imports from Russia include cattle (11,000*l.*), petroleum (5,500*l.*), rice (5,000*l.*), spirits of wine (1,200*l.*), and a small quantity of cotton prints and flannelettes. The latter articles, however, which 14 or 15 years ago bid fair to gain a hold on this market, are now almost disappearing. I understand that the brief period of their success here was co-incident with that of the greatest depreciation of the paper rouble, while the subsequent reform of the Russian monetary system has resulted in their being again displaced by the British and the German products respectively, which they can never rival in quality, competing with them in the matter of price only under exceptional conditions of exchange.

Italian  
cottons.

A small but increasing quantity of cotton yarn is being introduced from Italy, and now amounts to about one-fifth of the total importation. The general rise in price in Manchester goods before alluded to is causing some of the few local dealers, who have hitherto imported direct from England, to start enquiries also in Italy for calicoes and cotton cloths, but as yet I believe that little if any business has been done.

Sugar.

The most important single item in the list of imports appears

to be sugar, the consumption of which averages some 23,000*l.* per year. It is almost exclusively the produce of the refineries of Marseilles, and is put up in loaves of about 4 lbs., retailed here at 1*s.* The trade mark bears the British arms.

The consumption of coffee in this district, though considerably less than half of what it appears to have been 20 years ago, remains stationary at the average of the last 10 years, viz., about 3,000*l.* per year. The quality in vogue here, as generally throughout Asiatic Turkey, is a low-grade Rio, and is imported chiefly from Marseilles.

The importation of tea, on the other hand, shows a small but steady increase, due partly to the gradual diffusion of the tea-drinking habit throughout this district, but partly also, I believe, to the existence of a profitable contraband trade in it across the Russian frontier. Most of the tea consumed here appears to be of Indian growth, imported either from England or direct from Calcutta. The lowest quality retails in Erzeroum at 13 piastres per oke, equivalent to about 10*d.* per lb. Tea is obviously better adapted than its rival beverage to the conditions of life in this country and the temperament of its inhabitants, being easier of transport, simpler of preparation, and a better calorific. This is therefore one branch of trade in which I look to see the present rate of improvement maintained, if not increased.

I annex the usual tables of imports and exports. It must, however, be repeated that these tables, though prepared with all possible care, represent estimates having no pretension to strict accuracy. The import duty on goods destined for Erzeroum being paid at Trebizonde, the local custom-house preserves no record of their value, and refuses to communicate even such meagre information as it does possess, so that the only means of arriving at an estimate of the annual volume of trade is by personal inquiry amongst the merchants, which for obvious reasons can only yield an approximate result.

Absolutely nothing has to be recorded under the head of public works.

Rumours based upon statements in the European press have recently been current in Erzeroum with regard to Russian projects of railroad construction in the province, and though semi-officially denied, they have nevertheless not failed to create a certain amount of excitement in the public mind. The lines at present suggested are:—(1) an extension of the recently opened Tiflis-Kars railway via Sari-Kamish, Kara-Surgan and the Passin Plain to Erzeroum, a distance of 160 miles; and (2) a line from Trebizonde, on the Black Sea, to Erzeroum, the distance between which places by the existing carriage route is about 180 miles. The latter of these two projects, if carried into execution, would be of undoubted benefit to the country, for not only would it reduce the time occupied by goods in transit between this city and the coast from 11 or 12 days to less than as many hours, reducing freight about 5*l.* per ton, but it would also, sooner or

Rumoured  
projects of  
railroad  
construction.



later, inevitably result in the at least partial development of the great mineral wealth that indisputably lies dormant in these hills.

The importance of the former scheme would, in my opinion, be political rather than commercial or economical. It would facilitate, without materially increasing, the exchange of Bakou petroleum for agricultural produce, but it would not in all probability result in any considerable development of Russian trade with this region, beyond perhaps the substitution, under the system of drawbacks, of Russian sugar for the article now supplied by France.

I doubt, however, if there is any immediate probability of either project being carried into execution, the extension of the existing line as far as Sari-Kamish, at the (northern) foot of the Soghanli Dag, being all that seems at present in contemplation.

Table I.—SHOWING the Estimated Value of all Articles Imported into Erzeroum during the Year 1899.

Articles.	Estimated Value.	Total.
	£	£
From European countries—		
Calico .. .. .	16,500	
Prints .. .. .	6,600	
Other cotton goods .. .. .	20,250	
Woollens and linen .. .. .	5,550	
Sugar .. .. .	23,500	
Leather .. .. .	8,200	
Petroleum .. .. .	5,500	
Coffee .. .. .	3,000	
Metals .. .. .	7,650	
Cattle and horses .. .. .	11,000	
Other articles .. .. .	47,370	
		155,120
From Persia—		
Carpets, rice, currants, &c. .. .. .	..	37,520
From Turkish provinces—		
Native cottons .. .. .	13,000	
„ linens .. .. .	1,500	
Other articles .. .. .	30,260	
		44,760
Total, 1899 .. .. .	..	237,400
„ 1898 .. .. .	..	231,000
Increase .. .. .	..	6,400

Table II.—SHOWING the Estimated Value of all Articles Exported from Erzeroum during the Year 1899.

Articles.	Estimated Value.	Total.
	£	£
To European countries—		
Furs .. .. .	12,550	
Hides .. .. .	9,850	
Linseed .. .. .	2,500	
Other articles .. .. .	15,200	
		40,100
To Turkish provinces—		
Cattle and horses .. .. .	88,200	
Pasdirma (dried meat) .. .. .	15,500	
Other articles .. .. .	4,100	
		107,800
Total, 1899 .. .. .		147,900
„ 1898 .. .. .		158,540
Decrease .. .. .		10,640

Table III.—SHOWING the Estimated Value of all Imports from and Exports to Foreign Countries during the Years 1899 and 1898 respectively.

Country.	1899.		1898.	
	Imports.	Exports.	Imports.	Exports.
	£	£	£	£
Great Britain .. .. .	54,850	..	49,050	..
Persia .. .. .	37,520	..	35,850	..
Russia .. .. .	32,250	26,750	28,900	29,700
France .. .. .	31,320	12,350	30,910	12,610
Austria .. .. .	23,900	1,000	31,050	1,000
Switzerland .. .. .	3,200	..	3,800	..
Other countries .. .. .	3,600	..	5,960	..
Total .. .. .	192,640	40,100	185,520	43,310

## VAN.

Mr. Vice-Consul Maunsell reports as follows :—

The past year marks a steady improvement in the trade of this province especially as regards exports. This is largely due to the excellent state of public security which prevails in the town and throughout most of the districts owing to the exertions of the Governor, Tahir Pasha, who has succeeded in thereby restoring confidence to all classes of the population.

The trade with Aleppo has improved, and the route from

Alexandretta is coming more into favour, as the landing charges are less than on that through Constantinople and Trebizond.

The imports have been greatly hampered by the high price of bread which has prevailed throughout most of last year and which still continues, with a consequent lack of money available to purchase other articles. This enhanced price is largely due to the custom prevailing among Armenians of investing their spare money in wheat, which they hoard in the hope of an unfavourable season that will enable them to sell at an advantage. They seem quite regardless of the disastrous effect which the increased price of bread has on their poorer brethren.

The project, so long considered, of placing steamers on Lake Van seems at last about to be realised as the contract for a suitable steamer, constructed in sections, has, I understand, been given to Messrs. Yarrow of London. This excellent result is mainly due to the interest which His Majesty the Sultan has shown in Tahir Pasha's projects, while the necessary funds are supplied from his private treasury.

The introduction of steamers will greatly shorten the transit to Bitlis, and also to Erzeroum; as the distance to Akhlut at the north-west corner of the lake, some 55 miles, can be covered by a steamer in about four hours, and from there a direct road leads to Erzeroum. This would result in a saving of at least three days on the present route which has to go round the head of the long north-east arm of the lake. Indirectly also the advent of steamers will result in the opening and working of the various deposits of coal and lignite known to exist in the province.

Sewing machines from England are a new item in the imports, and find a ready sale. Small quantities of soap from England have also begun to appear in the market, and the demand will probably increase for cheap varieties.

Goloshes and mackintoshes have also been introduced for the first time from Liverpool and have given satisfaction, displacing goods of shoddy materials and inferior manufacture. In fact a reaction seems to be commencing against these classes of goods which have for some time past filled the markets, but which are now being estimated at their true value by the people.

Agricultural implements such as scythes, sickles, spades and shovels, are in considerable demand in this country, and I should think Great Britain might replace Germany in this line also.

RETURN of Principal Articles of Import at Van during the  
Year 1899.

Description.	Whence Imported.	Value.	Total.
		£T	£T
From foreign countries—			
Linen, calico, and cotton gauze	Great Britain .. ..	30,000	
Printed cottons .. ..	Great Britain .. ..	20,000	
Other Manchester goods .. ..	Great Britain .. ..	10,000	
Cloth and tweeds .. ..	Great Britain and Austria-Hungary .. ..	26,000	
Dressed leather .. ..	Germany .. ..	8,000	
Silk and satin fabrics .. ..	France .. ..	5,000	
Yarn .. ..	Great Britain .. ..	7,000	
Coffee and tea .. ..	Constantinople .. ..	8,000	
Sugar .. ..	Marseilles and Trieste .. ..	22,000	
Lamps and crockery .. ..	Austria-Hungary and Germany .. ..	1,000	
Fezzes .. ..	Austria-Hungary .. ..	3,000	
Glass .. ..	Austria-Hungary .. ..	1,000	
Petroleum .. ..	Russia .. ..	5,000	
Silver .. ..	Germany .. ..	2,000	
Iron bars, chains, and wire .. ..	Germany and Belgium .. ..	4,000	
Copper, tin, ammoniac .. ..	Great Britain .. ..	500	
Cognac, preserves, &c. .. ..	France .. ..	1,000	
Sewing machines .. ..	Great Britain .. ..	200	
Carpets .. ..	Persia .. ..	4,000	
Cotton (raw) .. ..	Persia .. ..	5,000	
Rice .. ..	Persia .. ..	1,000	
			158 700
From Turkish provinces—			
Scarves and cloths .. ..	Diarbekir .. ..	500	
Rice .. ..	Diarbekir .. ..	1,000	
"Manussa" cloth .. ..	Aleppo .. ..	4,000	
Cotton goods .. ..	Aleppo and Great Britain .. ..	10,000	
" yarn .. ..	Great Britain, through Aleppo .. ..	3,000	
Printed cottons .. ..	Aleppo .. ..	1,000	
Silk .. ..	Aleppo .. ..	2,000	
Soap .. ..	Aleppo .. ..	1,000	
Kurdish clothing and boots .. ..	Sairt .. ..	1,000	
Oak galls .. ..	Sairt .. ..	500	
Dried raisins .. ..	Sairt and Bitlis .. ..	500	
			24,500
	Total .. ..	..	183,200

RETURN of Principal Articles of Export at Van during the  
Year 1899.

Description.		Quantity	Value.	Whither Exported.
			£T	
Wool ... ..	Bales ...	2,500	8,000	Great Britain and France
Fine goats' hair (tifik) ...	" ...	500	8,000	"
Goats, sheep and lambs...	Number	100,000	50,000	Syria, Erzerum, Trebizond for Constantinople
Hides ... ..	" ...	"	2,500	Europe
Furs (marten, fox and wolf) ...	" ...	"	8,000	"
Carpets and felts ... ..	" ...	"	8,000	"
Silver work ... ..	" ...	"	8,000	Constantinople
Walnut logs for veneering ...	Number	200	2,000	Marseilles
Horses ... ..	" ...	200	1,000	Other vilayets
Buffaloes and oxen ... ..	" ...	"	2,000	"
Wax and dried fruits ... ..	" ...	"	500	Russia and Constantinople
Oak galls ... ..	" ...	"	1,000	Persia
Sheep and goat skins ... ..	Bales ...	1,500	8,000	France
"Manussa" and shattakh-made clothing ...	" ...	"	1,000	Erzerum and Constantinople
Salt fish of Lake Van ... ..	" ...	"	1,000	Persia, Erzerum and Caucasus
Total ... ..	" ...	"	87 000	

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**DIPLOMATIC AND CONSULAR REPORTS.**

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**UNITED STATES.**

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REPORT FOR THE YEAR 1899

ON THE

**TRADE AND COMMERCE OF THE CONSULAR  
DISTRICT OF NEW ORLEANS.**

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2206.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
FEBRUARY, 1900.*

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*Report on the Trade and Commerce of the Consular District of  
New Orleans for the Year 1899*

By MR. CONSUL VANSITTART.

(Received at Foreign Office, February 5, 1900.)

From a statistical point of view the past year was not ~~entirely~~ prosperous, the figures exposing a falling-off in the foreign trade, as well as a reduced movement of some of the staple products for which New Orleans is the leading market. Review and  
general  
remarks.

The principal causes of this are to be found in the smaller cotton yield in the New Orleans district, and the shortage in the sugar crop. Although the sugar crop was disappointing, prices have been good, and, consequently, considerable money has been made in sugar by the producer, as well as the dealer and speculator. A good business was done in rice, the crop being large, and prices satisfactory.

In spite of the drawbacks to business, however, the total trade shrinkage, as shown by bank clearings, was not very great. In general retail business matters were fairly satisfactory, as any falling-off in volume was in a measure compensated for by the steady range of values affording surer profits, if not such large sales.

There has been a steady progress in manufactures. The output has increased, and the advantages enjoyed by New Orleans as a manufacturing centre, such as cheap raw material, cheap coal, abundance of labour, and the best market facilities, appear now to be recognised and appreciated.

It is pleasing to note that, during the year, a marked advance has been made in the matter of public improvements.

It may safely be asserted that many of the commercial losses of the city during the last few years have been due mainly to its unsatisfactory sanitary condition, but there is reason to hope that New Orleans will eventually possess a free and abundant supply of water, and a good drainage and sewerage system.



Bank  
clearings.

The statistics of bank clearances show a loss from last season—

Season.						Bank Clearings.
						£
1898-99	..	..	..	..	..	86,991,360
1897-98	..	..	..	..	..	89,394,789
Decrease	..	..	..	..	..	2,403,529

Total  
commerce of  
the city.

The total commerce of the city is as follows:—

1898-99.

					Tonnage.	Value.
						£
Receipts from interior by river and rail..					5,096,660	29,546,323
Imports by coastwise vessels .. ..					505,819	11,997,374
„ by foreign vessels .. ..					1,478,121	2,389,268
Total receipts .. ..					7,080,600	43,932,965
Shipments by rail and river .. ..					1,740,500	16,433,172
Exports, coastwise.. ..					512,016	9,552,562
„ foreign .. ..					1,465,118	18,024,223
Total shipments .. ..					3,717,633	44,009,957
Grand total of commerce ..					10,798,233	87,942,922
„ „ 1897-98 ..					11,292,769	85,840,727

There has been an increase as regards value in the total commerce of the city as compared with the previous year. There was a slight improvement in the imports from abroad to the extent of 438,143*l*, which was mainly due to the heavy imports of sugar amounting to 656,085*l*. The exports to foreign countries show a decline of 4,152,341*l*.

Railroad  
business.

There has been a slight decrease in the railroad tonnage for the season. The business done is shown by the following table:—

	Quantity.	
	Forwarded.	Received.
	Tons.	Tons.
Southern Pacific .. ..	622,237	626,611
Texas and Pacific .. ..	160,378	538,987
Illinois Central .. ..	247,454	1,075,060
Yazoo and Mississippi Valley ..	89,549	678,195
Louisville and Nashville ..	188,909	422,442
New Orleans and North Eastern ..	195,707	469,086
Minor roads .. ..	30,000	120,000
Total .. ..	1,534,234	3,930,381
Grand total .. ..	5,464,615	

As compared with last year, the railroad tonnage shows a decrease both in receipts and shipments. During the year most of the railroads asked for privileges from the city that would enable them to improve their terminal facilities.

The decreased railroad business is reflected in the smaller value of produce received from the interior, compared with previous years.

Receipts of produce from interior, river and rail:—

Year.	Value.
	£
1898-99 .. ..	29,546,323
1897-98 .. ..	33,490,840
1896-97 .. ..	30,312,752
1895-96 .. ..	26,027,604
1894-95 .. ..	30,219,418
1893-94 .. ..	32,116,178
1892-93 .. ..	30,064,150
1891-92 .. ..	40,807,498
1890-91 .. ..	41,787,080
1889-90 .. ..	38,629,420

This shows a decrease of 3,944,517*l.*, as compared with previous season 1897-98.

The heaviest loss was in cotton, only 2,285,000 bales gross being handled, against 2,825,526 the previous year, or a net loss of 540,526 bales.

Grain trade. The following table shows the state of the grain trade during the past three seasons :—

				Quantity.		
				1888-89.*	1897-98.	1896-97.
				Bushels.	Bushels.	Bushels.
Corn	..	..	..	14,167,517	22,420,841	29,465,286
Wheat	..	..	..	18,113,438	16,310,663	8,912,995
Oats	..	..	..	2,308,019	2,131,574	849,186
Rye	..	..	..	17,500	392,504	188,489
Total	..	..	..	29,606,474	41,255,592	34,885,956

\* Year ending July 31, 1899.

The decrease (11,649,108 bushels) as compared with last season is due to a considerable extent to freights, which turned a portion of the grain business in other directions. The outlook, however, is promising, and there should be an improvement.

Bread-stuffs. The receipts of bread-stuffs have been as follows during the season compared with last year :—

					Quantity.	
					1898-99.	1897-98.
					Barrels.	Barrels.
Flour	..	..	..	..	806,795	735,554
Meal	..	..	..	..	79,008	81,250
Grits	..	..	..	..	62,992	55,612

The following table gives exports of corn and wheat by countries from August 1, 1898, to July 31, 1899, inclusive :—

Country.	Corn.		Wheat.	
	Quantity.	Value.	Quantity.	Value.
	Barrels.	£	Barrels.	£
England .. ..	4,814,465	346,605	3,155,255	480,180
Ireland .. ..	2,588,984	203,278	72,000	10,368
Scotland .. ..	144,924	11,327	104,500	15,580
France .. ..	2,567,171	199,380	761,171	112,859
Germany .. ..	1,646,428	118,543	2,446,406	372,991
Belgium .. ..	114,856	7,988	1,422,170	218,714
Denmark .. ..	990,770	75,614	197,570	80,759
Netherlands ..	1,495,287	111,759	4,412,408	679,786
Austria-Hungary	..	..	180,000	27,008
Italy .. ..	..	..	44,000	7,040
Spain .. ..	36,571	2,685	298,701	45,970
British Honduras	9,080	832	..	..
Costa Rica ..	5,740	542	27,775	4,037
Guatemala ..	139	12	..	..
Honduras ..	3,865	356	..	..
Nicaragua ..	31,038	2,550	..	..
British West Indies	7,000	540	..	..
Cuba .. ..	251,981	24,844	..	..
Colombia .. ..	917	83	..	..
Total .. ..	14,709,161	1,106,433	13,121,951	2,005,242
„ 1897-98 ..	28,029,397	1,535,355	16,884,331	3,349,235
„ 1896-97 ..	30,451,730	1,734,971	2,950,744	397,746

The grain trade of New Orleans for the year ending December 31, 1899, shows a slight decrease from that of the previous year as follows :—

						Quantity.
						Bushels.
Corn .. ..	..	..	..	..	..	21,718,697
Wheat .. ..	..	..	..	..	..	11,795,644
Oats .. ..	..	..	..	..	..	882,700
Total .. ..	..	..	..	..	..	34,397,041

against 34,659,206 bushels for 1898.

There was a slight increase in the receipts of corn but a falling-off in wheat and oats.

In the matter of flour there was an increase from 255,328 to 374,428 barrels, an improvement of 46 per cent.

For the last three months of the year the receipts of corn were 10,318,914 bushels, or half those of the whole year, while the December exports were 3,456,522 bushels, against 1,894,758 bushels in December, 1898, or an increase of 82 per cent.

Flour.

The following table gives exports of flour from August 1, 1898 to July 31, 1899, inclusive :—

Country.				Quantity.	Value.
				Barrels.	£
England ..	..	..	..	105,409	84,027
Cuba ..	..	..	..	44,891	34,904
Ireland ..	..	..	..	38,129	29,451
Scotland ..	..	..	..	33,986	27,106
Costa Rica ..	..	..	..	33,471	27,287
Denmark..	..	..	..	32,603	25,055
Netherlands ..	..	..	..	25,579	19,991
Germany..	..	..	..	19,294	14,757
Belgium ..	..	..	..	16,611	13,038
Nicaragua ..	..	..	..	11,363	9,126
British Honduras ..	..	..	..	8,274	6,371
Honduras ..	..	..	..	7,812	6,123
Guatemala ..	..	..	..	4,264	3,402
Colombia..	..	..	..	610	490
France ..	..	..	..	357	280
Total ..				382,653	301,408
" 1897-98 ..				377,418	338,376
" 1896-97 ..				313,483	253,376

cotton.

Mr. Hester, Secretary of the New Orleans Cotton Exchange, reports as follows :—

The cotton crop of the United States for the year ending August 31, 1899, amounts to 11,274,840 bales, showing an increase over the crop of 1897-98 of 74,846 bales; over that of 1896-97 of 2,516,876 bales; and over that of 1895-96 of 4,117,494 bales. The excess over last year has been entirely in Texas, where the yield was greater than ever before in its history. The Atlantic States show about the same, while the Gulf States have suffered a marked diminution. •

Compared with last year, in round figures, Texas (including Indian territory) shows an increase of 480,000 bales; the group known as other Gulf States (consisting of Louisiana, Arkansas, Mississippi, Tennessee, Missouri, Oklahoma, Utah, and Kansas) a decrease of 414,000 bales; and the Atlantic States (Alabama, Georgia, Florida, North Carolina, South Carolina, Kentucky, and Virginia) an increase of 9,000 bales.

The year has been most unsatisfactory. The yield of cotton was the largest ever produced, but while this was partially offset by an active demand both at home and abroad, the character of the crop has been poor, resulting in decreased money returns. The season for gathering the crop was one of the worst on record.

The average commercial value of the crop has been 5*l.* 3*s.* 5½*d.* per bale against 5*l.* 18*s.* 0½*d.* last year, 7*l.* 11*s.* 7½*d.* the year before, and 8*l.* 9*s.* 2*d.* in 1895-96.

The total value of the crop compares with the previous five years as follows:—

Year.				Quantity.	Value.
				Bales.	£
1898-99	..	..	..	11,274,840	56,554,597
1897-98	..	..	..	11,199,994	64,110,521
1896-97	..	..	..	8,757,964	64,884,966
1895-96	..	..	..	7,157,846	58,819,069
1894-95	..	..	..	9,901,251	59,407,506
1893-94	..	..	..	7,549,817	56,628,627

It will be seen by above table that the money value of the cotton crop 1898-99 is slightly under that of the 1893-94 crop, which was 3,725,023 bales less.

Mr. Hester thinks that, owing to the extraordinary weather conditions, it will never be known how much was lost in the fields, but it may, with reason, be placed anywhere from 500,000 to 750,000 bales.

The following are the figures:—

				Quantity.
				Bales.
Commercial crop of 1898-99	..	..	..	11,275,000
Less old cotton left over from 1897-98	..	..	..	380,000
				10,945,000
Plus growth, 1898-99, marketed in 1897-98	..	..	..	29,000
Grown, not marketed in 1898-99	..	..	..	525,000
				11,499,000
Deduct August receipts of new cotton of the growth of 1899-1900	..	..	..	79,000
Actual growth of 1898-99..				11,420,000

The following table gives the commercial crop by States in thousands of bales for the past four years:—

State.	Quantity in Thousands of Bales.			
	1898-99.	1897-98.	1896-97.	1895-96.
Alabama .. .. .	1,159	1,159	1,019	830
Arkansas .. .. .	834	922	700	620
Florida .. .. .	70	70	60	48
Georgia .. .. .	1,536	1,536	1,800	1,079
Louisiana .. .. .	590	740	575	430
Mississippi .. .. .	1,522	1,627	1,226	860
North Carolina .. .. .	583	583	500	384
South Carolina .. .. .	1,012	1,003	800	664
Tennessee, &c. .. .. .	414	485	380	252
Texas and Indian territory .. .. .	3,555	3,075	2,248	1,990
Total crop .. .. .	11,275	11,200	8,758	7,157

TOTAL Exports of the United States.

Year.	Quantity.				Total.
	Great Britain.	France.	Continent and Channel.	British North America.	
	Bales.	Bales.	Bales.	Bales.	Bales.
1898-99 ..	3,540,473	796,516	3,017,415	93,571	7,447,975
1897-98 ..	3,543,330	816,386	3,180,164	118,657	7,658,537
1896-97 ..	3,018,462	702,632	2,250,289	80,617	6,052,000
1895-96 ..	2,299,182	465,870	1,861,116	81,040	4,707,208

Included under Continent are exports to Mexico, Japan and China. To Mexico they were 16,380 bales from Galveston, 7,310 bales from Laredo, 1,389 bales from El Paso, &c., and 3,955 bales from Eagle Pass—a total of 29,034 bales, against 36,702 bales in 1898, and 30,180 bales in 1897; to Japan and China, 184,056 bales from San Francisco, Portland, and other ports, against 226,756 bales in 1898, and 61,106 bales in 1897.

TOTAL Exports of Cotton from New Orleans by Countries from August 1, 1898, to July 31, 1899, inclusive.

Country.	Quantity.		Value.
	Bales.	Lbs.	
United Kingdom .. ..	818,474	422,697,169	4,484,328
France .. ..	320,436	161,745,847	1,752,432
Germany .. ..	280,366	141,075,054	1,514,591
Italy .. ..	211,061	105,962,514	1,186,019
Spain .. ..	137,328	68,495,566	805,079
Austria-Hungary .. ..	89,716	19,772,088	217,713
Ireland .. ..	28,162	14,530,476	154,923
Denmark .. ..	23,032	11,646,086	126,357
Belgium .. ..	19,091	9,575,010	104,059
Japan .. ..	15,623	7,548,700	88,939
Russia on Baltic .. ..	9,737	5,119,214	62,400
Netherlands .. ..	7,273	8,636,303	40,557
Portugal .. ..	7,230	8,607,660	39,283
Total .. ..	1,917,526	975,461,637	10,576,675
„ 1897-98 .. ..	2,382,790	1,197,405,876	13,613,420
„ 1896-97 .. ..	2,012,384	1,007,437,410	14,540,290

Cotton  
consumption  
in the South.

The season was one of the most active on record in the Southern cotton milling industry. Practically all the mills ran full time, and many night and day. Nearly every mill in the South appears to have shared in the increased consumption of cotton to a greater or less extent.

The activity also in building new mills has been considerable. 26 mills were added during the year to the number in

operation, and 57 are now in the course of erection. Altogether there has been an increase of 318,905 in the number of spindles in operation, and there are now being erected in old and new mills 823,354 spindles. This, at the present rate of consumption in the South, would give a capacity per annum of nearly 1,750,000 bales. Five years ago Southern mills used only 719,000 spindles.

The number of mills and spindles is shown as follows :—

## MILLS.

	Number.
Total number of mills last year .. .. .	491
Crossed out and merged into other concerns and burned ..	9
	482
New and uncompleted mills added to list .. .. .	68
Total number of cotton mills in the South ..	550

This makes the net addition to the number of mills 59, against a net addition of 9 the previous year. The total comprises spinning and weaving mills only. None are considered except those that use raw cotton. An interesting fact is the tendency to build larger mills, and curtail unnecessary expenses.

## SPINDLES.

	Number.
Total in operation in the South .. .. .	3,999,646
Idle .. .. .	129,092
New, not completed .. .. .	823,354
Grand total .. .. .	4,952,092

showing an increase of spindles, old, idle, and not complete, over 1898 of 894,848, and a gain of spindles at work during more or less of the past year of 318,905.

The total consumption in all the mills, old and new, for the year was 1,399,399 bales, against 1,231,841 bales in 1898, and 1,042,671 bales for the season of 1896-97, an increase over 1898 of 167,558 bales, and over the year before of 356,728 bales.

The increase in the average consumption per spindle in the mills in operation has been  $5\frac{1}{4}$  lbs.

The average number of spindles in the mills of the South, compared with the previous five years, is given in illustration :—



AVERAGE Number of Spindles per Mill.

Year.						Number.
1898-99	..	..	..	..	..	9,004
1897-98	..	..	..	..	..	8,263
1896-97	..	..	..	..	..	7,990
1895-96	..	..	..	..	..	7,775
1894-95	..	..	..	..	..	7,304
1893-94	..	..	..	..	..	6,436

The progress of the industry during the past 10 years is shown as follows:—

Year.				Consumption.	Increase.	Decrease.
				Bales.	Bales.	Bales.
1889-90	..	..	..	546,894	65,719	..
1890-91	..	..	..	604,661	57,767	..
1891-92	..	..	..	686,080	81,419	..
1892-93	..	..	..	743,848	57,768	..
1893-94	..	..	..	718,515	..	25,333
1894-95	..	..	..	862,838	144,323	..
1895-96	..	..	..	904,701	41,863	..
1896-97	..	..	..	1,042,671	137,970	..
1897-98	..	..	..	1,231,841	189,170	..
1898-99	..	..	..	1,399,399	167,558	..

Net increase in 10 years 918,224 bales.

CONSUMPTION, United States.

	Quantity.	
	1898-99.	1897-98.
	Bales	Bales.
Total takings for consumption in United States,		
of which .. .. .	3,539,494	3,443,581
Taken by spinners in Southern States .. ..	1,399,399	1,231,841
Taken by Northern spinners .. .. .	2,190,095	2,211,740

Sugar.

The season of 1898-99 was a disappointment to the producers of sugar in Louisiana. Although the acreage was larger, the total yield fell fully 20 per cent. short of the crop of the previous season. It was estimated at 224,000 long tons, as compared with the 310,447 tons of the previous season.

As has been the case for a number of years past, the number of sugar mills operated during the season showed a further falling off, small planters finding it profitable to abandon the manufacturing branch of the industry, and sell their cane to the larger houses. As a result of this policy the percentage of kettle, or

process sugar, has further fallen off, and is now but a very small percentage of the total crop.

The receipts at New Orleans were :—

Year.				Quantity.	
				Hogsheads.	Barrels.
1898-99	..	..	..	10,513	1,325,745
1897-98	..	..	..	23,523	1,567,342
1896-97	..	..	..	88,420	1,394,014
1895-96	..	..	..	55,572	1,082,458

Although the yield was short, sugar producers found some compensation in the satisfactory range of prices which prevailed. While no very high figures were realised, the market at no time dropped to very low prices. The refineries purchased the bulk of the crop, and the existence of competition in the refining business was an aid to the sale of Louisiana sugar. The average price per lb. was 2*d*. The competition of free sugars coming in from the newly-acquired colonies, as well as from the Sandwich Islands, does not appear, so far, to have affected this market, and it is now generally thought that the Louisiana sugar industry stands an excellent chance of advancing.

It is estimated that the sugar output for the season 1899-1900 will be extremely short, as compared with an average year, and the crop may not exceed 130,000 long tons with an average price of 2*d*. per lb. The prospects, however, for the coming season 1900-01 are bright; a short grinding season having enabled the planters in Louisiana to make a large autumn planting, and to make a much earlier spring planting possible.

The development of the Louisiana rice crop is shown in the following figures :—

RECEIPTS of Rough and Clean Rice at New Orleans for the Last Ten Years. Rice.

Year.				Quantity.	
				Sacks.	Barrels.
1889-90	..	..	..	777,742	7,411
1890-91	..	..	..	892,374	4,115
1891-92	..	..	..	947,564	5,640
1892-93	..	..	..	1,777,429	6,471
1893-94	..	..	..	827,688	6,273
1894-95	..	..	..	704,745	1,650
1895-96	..	..	..	1,164,429	7,592
1896-97	..	..	..	377,400	9,782
1897-98	..	..	..	470,924	8,081
1898-99	..	..	..	684,827	12,493

Within recent years the milling capacity in the country has been increased, so that now it about equals that of New Orleans. There are, at the present time, 13 rice mills in New Orleans, with a capacity for 24 hours of 11,000 sacks rough rice of 180 lbs. average per sack, and an estimated daily output of 3,900 barrels clean rice of 330 lbs. net each. There are about 12 mills outside of New Orleans. It is reported that a number of other country mills are contemplated, or in the process of erection. Rice ranks third among the great staple products of Louisiana, and affords a livelihood for a large number of people.

It is not expected that the annexation of Hawaii will make any difference to the local rice planters, for rice previously came in from that country free of duty, under the then existing reciprocity treaty.

The average price of rough rice per barrel of 162 lbs. was 11s. 6d., as against 13s. 6d. in 1897-98. The average price of clean rice per lb. was 2½d.

Lumber.

The receipts of staves and building material show an increase of over 50 per cent. on most items, as well as an increase of over 2,000,000 in cypress and oak staves.

Lumber, shingles, laths and bricks manufactured in the City show the following increase:—

						Increase.
Lumber .. .. .	Feet .. .. .					25,500,000
Shingles .. .. .	Thousand .. .. .					14,000,060
Laths .. .. .	" .. .. .					9,500,000
Brick .. .. .	" .. .. .					1,500,000

Lumber export has increased in the same ratio as the local receipts. Cottonwood, a wood almost unknown in the past, is at present in considerable demand.

Oak staves.

The export of oak staves from the port of New Orleans from August 1, 1898, to July 31, 1899, was as follows:—

Country.					Quantity.
					Pieces.
United Kingdom .. .. .					1,889,764
France .. .. .					2,025,327
Spain .. .. .					4,907,559
Portugal .. .. .					2,785,387
Germany and Holland .. .. .					397,780
Belgium .. .. .					72,710
Italy and Austria .. .. .					427,409
Domestic ports .. .. .					198,928
Total .. .. .					12,654,859

The value of above staves is placed at about 316,400l.

In addition to the above, 8,228,922 pieces of sawed and dressed staves were exported during the same period to European ports. The estimated value of these staves is 180,000*l*.

Receipts of oak staves at the port of New Orleans from August 1, 1898, to July 31, 1899, are estimated as follows: By barges and flatboats, 4,616,832 pieces; by rail, 5,730,000; and by steamboats, 2,032,102; estimated value of total is 268,000*l*.

The two branches of the lumber trade devoted to manufacturing in New Orleans and vicinity are the yellow pine and cypress industry. There is also some cottonwood worked up here, while all three are prepared in local factories for building purposes.

The furniture factories in this city, while none of them are **Furniture.** especially large, are doing well in the manufacture of medium and low-priced goods. These products have large sales in the domestic market of the local factories, including the States of Louisiana and Mississippi, East Texas, and South Alabama, while extensive exports are made to Mexico, South and Central America, and West Indian cities.

Lack of capital appears hitherto to have prevented the factories now in operation here from attempting to enter into the market for the higher-priced goods.

A few of the big factories of the north and east own extensive oak and magnolia lands and tracts of other woods used in the making of fine furniture, but the amount of wood cut by them is only small compared with the total consumption by New York and inland factories of the woods from the forests of Louisiana, Arkansas, and Mississippi.

Eighty-two cases of yellow fever, with a total of 23 deaths, **Sanitary condition of the city.** were reported to the Louisiana State Board of Health during the late summer and early autumn. Otherwise the health of the city was good; and, with the progress made in the drainage works, paving the principal streets, &c., the general health should continue to improve.

The maritime record of the year appears to be gratifying, and **Shipping remarks.** shows a material increase in the volume of business transacted. The steamship agents report good freight rates. The firmness in freight rates is due to the large demand for vessels all over the world, and the continually increasing exports from the United States.

In this port cotton is no longer the only article of export, as lumber and grain are being shipped in large quantities, and there has been an increase in the amount of general cargo. Many products of the West, which were formerly exported from other ports in the East, are now being exported from New Orleans.

One of the important features of the season's business was the fact that it was fairly even throughout the year; the summer business being especially good. This is an improvement on former years when the commerce of the year used to be crowded into the five or six winter months, whilst during the rest of the year commerce was more or less at a standstill.

Ocean  
tonnage.

The decrease in railroad tonnage was reflected in ocean tonnage,  
as follows :—

				Number of Vessels.	Tonnage.
<b>ENTERED.</b>					
Coastwise	..	..	..	296	505,819
Foreign	..	..	..	1,096	1,478,121
Total	..	..	..	1,392	1,983,940
<b>CLEARED.</b>					
Coastwise	..	..	..	842	512,015
Foreign	..	..	..	1,046	1,465,118
Total	..	..	..	1,888	1,977,133
Grand total.	..	..	..	2,780	3,961,073
"	1897-98	..	..	2,686	4,250,857

There was a slight increase in the number of vessels arriving and clearing, but a decrease of 289,784 tons; the smaller tonnage was due chiefly to the fact that fewer large cotton ships arrived, whereas the vessels engaged in the tropical fruit trade constituted a large percentage of the total, and to the fact that there was less to ship. There was an interruption in the navigation of the Lower Mississippi during the spring in consequence of mud banks forming, and the vessels trading with New Orleans were subjected to considerable delay and inconvenience.

The following comparison with previous seasons shows that the ocean trade of New Orleans has steadily increased since the construction of the jetties :—

Year.				Cleared.		Entered.	
				Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1895	..	..	..	1,164	1,606,827	1,193	1,615,640
1896	..	..	..	1,205	1,669,759	1,205	1,665,927
1897	..	..	..	1,285	1,916,360	1,275	1,890,644
1898	..	..	..	1,346	2,119,938	1,340	2,180,919
1899	..	..	..	1,388	1,997,133	1,392	1,983,940

The following tables, marked Annex A, give various returns in connection with the shipping at the port of New Orleans during the year 1899 :—

## Annex A.—RETURN of all Shipping at the Port of New Orleans during the Year 1899.

## ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American, foreign and coastwise ...	430	572,814	80	37,582	510	610,396
Austro-Hungarian ...	16	32,464	1	594	17	33,058
British ...	487	1,012,780	...	...	487	1,012,780
Danish ...	22	47,515	...	...	22	47,515
Dutch ...	8	11,995	...	...	8	11,995
French ...	10	17,795	...	...	10	17,795
German ...	45	67,278	13	14,796	58	82,074
Greek ...	2	3,817	...	...	2	3,817
Italian ...	11	21,740	5	3,863	16	25,603
Mexican ...	2	79	...	...	2	79
Norwegian ...	249	111,547	2	1,419	251	112,966
Portuguese ...	...	...	29	22,042	29	22,042
Spanish ...	46	106,986	3	1,748	49	107,734
Swedish ...	17	11,611	...	...	17	11,611
Uruguayan ...	...	...	1	791	1	791
Total ...	1,845	2,017,421	134	82,835	1,479	2,100,256

## CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American, foreign and coastwise ...	433	567,730	75	39,571	508	607,301
Austro-Hungarian ...	16	32,869	1	594	17	33,463
British ...	479	978,107	...	...	479	978,107
Danish ...	24	47,182	...	...	24	47,182
Dutch ...	8	11,995	...	...	8	11,995
French ...	8	14,641	...	...	8	14,641
German ...	42	62,789	14	15,423	56	78,212
Greek ...	2	3,817	...	...	2	3,817
Italian ...	10	20,098	3	1,655	13	21,753
Mexican ...	2	79	...	...	2	79
Norwegian ...	240	104,468	2	1,419	242	105,877
Portuguese ...	...	...	30	23,050	30	23,050
Spanish ...	46	106,984	4	2,308	50	109,292
Swedish ...	16	10,928	...	...	16	10,928
Uruguayan ...	...	...	1	791	1	791
Total ...	1,326	1,961,567	130	85,811	1,456	2,047,378

TABLE of British Shipping Entered and Cleared at the Port of New Orleans during the Year 1899, compared with 1898.

## ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1899... ..	487	1,012,780	...	...	487	1,012,780
1898... ..	567	1,099,325	...	...	567	1,099,325

NOTE.—80 less ships entered than last year, 1898.

## CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1899... ..	479	978,107	...	...	479	978,107
1898... ..	558	1,075,827	...	...	558	1,075,827

NOTE.—79 less ships cleared than last year, 1898.

## CARGOES Carried in British Ships during the Year 1899.

Articles.	Quantity.
Cotton .. ..	Bales.. .. 1,398,761
Cotton products—	
Cotton seed .. ..	Sacks.. .. 116,874
" oil .. ..	Barrels .. 253,138
" oilcake .. ..	Sacks.. .. 538,874
" meal .. ..	" .. 1,015,864
" soap stock .. ..	Barrels .. 85,397
Corn .. ..	Bushels .. 17,475,490
Wheat .. ..	" .. 10,364,549
Oats .. ..	" .. 1,016,824
Rye .. ..	" .. ..
Flour .. ..	Sacks.. .. 654,343
Staves .. ..	Pieces .. 10,578,112
Lumber .. ..	" .. 4,376,630
" .. ..	Feet .. 2,994,062
Logs .. ..	" .. 30,998
Tallow .. ..	Tierces .. 2,738
Lard .. ..	" .. 26,989
Copper .. ..	Tons .. 5,838
Pig-iron .. ..	" .. 90,671
Spelter .. ..	Plates .. 84,608
Molasses .. ..	Barrels .. 92,341
Tobacco .. ..	Hogsheads .. 12,482

Rank of ports  
of the United  
States in  
exports and  
imports.

The rank of ports of the United States in exports and imports was as follows:—

In exports—1. New York; 2. Boston; 3. Baltimore; 4. New Orleans.

In imports—1. New York; 2. Boston; 3. Philadelphia; 4. San Francisco; 5. New Orleans.

The rank of ports in the United States in the export of grain was as follows:—

1. New York; 2. Baltimore; 3. Boston; 4. New Orleans.

The total value of \*exports for the year ended 31 December, 1899, was :—19,313,195*l*.

The total value of imports, 2,815,046*l*.

The value of exports to England for the same period, 6,349,058*l*.

\* Domestic merchandise only in the above total value of imports. The value of foreign merchandise exported, not included above, was 238,531*l*.

## PENSACOLA.

Mr. Vice-Consul Howe reports as follows:—

In this report of the trade of Pensacola for the year 1899, I am able to state that in nearly all branches of the usual exports from the port, the quantities and values exceeded those of the preceding year, and, in fact, of any former year. Exports beyond any former year.

Imports from abroad are not of much magnitude. Iron pyrites from ports in Spain, fertilisers from Germany, salt from Liverpool, and fruit from the British West Indies, are about all the foreign receipts here. Principal articles come from the northern and western markets of this country for general every-day use, amounting to several millions of dollars per year. Imports.

The pitch-pine timber and lumber trade, which, as in the past, still constitutes the chief source of Pensacola's prosperity, has been particularly active during 1899, with a greater margin of profit to the owner of the staple than for some time past. The large quantity of wood exported would have been even exceeded in volume had it not been for a drought in mid-summer causing low streams up the country, and thus rendering it difficult to get the logs down, and labour difficulties during the autumn which caused a number of mills to cease running, resulting in a scarcity of lumber for prompt shipment. These and other causes, combined with a good demand abroad, caused a great advance in values both for timber and lumber, and at present prices rule higher than known for very many years, both here and at the various countries to which these cargoes are sent. As high as 16½ c. (8¼d.) per cubic foot has been recently paid here for sawn timber, which is an enormous advance on rates current here for many years past, and as the staple is not coming into the market very rapidly, and there is a good demand for it abroad the outlook for the maintenance of good prices during 1900 is very promising. Pitch-pine timber and lumber trade.

In sympathy with the general activity in almost all branches of trade, pitch-pine freights, both steam and sail, have been very firm during 1899, probably averaging higher than any year for a long period. The only break occurred in the spring when steam freights to European ports ruled from 4l. 12s. 6d. per standard, to 4l. 17s. 6d. "Pixpinus" form of charter, or 5l. 7s. 6d. to 5l. 12s. 6d. old form. An advance took place in May and June, when freights became much higher averaging 5l. 12s. 6d. and 5l. 15s. "Pixpinus," 6l. 7s. 6d. and 6l. 10s. old form, with tonnage difficult to obtain even at these figures. Sail freights ranged from 5l. 5s. 6d. to 5l. 15s. throughout the year. Pitch-pine freights.

The new Pixpinus form of steam charter party, as it is termed, drawn up by the Chamber of Shipping of the United Kingdom, has to a great extent superseded the old 2-dol. form in the pitch-pine trade and appears to give general satisfaction. Many former sources of dispute between shippers and owners have been done away with, and the questions that do arise are susceptible of being settled with much less friction than was formerly the case. The old 2-dol. form is still used, however, to some New form of charter.



extent, some owners apparently preferring it, and charterers as a rule being willing to accept either form at the proportionate difference in freight. Shippers estimate the actual difference between the two forms to be about 15s. per standard, without considering dispatch money which is payable under the "Pixpinus," but not under the old form. A comparatively new feature in timber chartering has been the taking up of some steamers on time charter at rates averaging from 8s. to 8s. 6d. per gross registered ton per month.

**More British steamers than in any former year.** As regards the volume of tonnage employed in the export trade, it will be seen by the table of clearances annexed, that during the year British vessels in number of tons exceeded all other foreign flags combined, and in steamers particularly, those of the United Kingdom were, in number and tonnage, considerably beyond such vessels in any former year from this port.

**Time charters.** During the year several British steamers were chartered for long terms, thus returning and making voyages which extended for months. At the close of the year several more such time charters were closed.

**Bulk of exports to United Kingdom.** It will be observed by the table of exports annexed, that although the bulk of the Pensacola exports still go to the United Kingdom, the Continental ports of Europe also receive a good portion of the shipments in certain articles.

**Phosphate rock.** One of the principal items of Pensacola's increasing export business is phosphate rock. This comes from Tennessee, and has already assumed large proportions, promising to still further increase in the near future. The quantity shipped during 1899 was 139,816 tons, valued at 145,642*l.*, against 62,620 tons at 65,229*l.* during 1898.

**Bunker coal.** A number of vessels en route from Galveston and other Gulf ports to the United Kingdom and Continent have called for bunker coals at Pensacola during the year. This place offers very good facilities for coaling steamers promptly and the quality of coal supplied is very fair, being the best Alabama. It would be to the interest of British owners having ships at these ports I think, to compare the advantages of Pensacola in this respect with Atlantic ports of call especially when the cargo is light, and the additional weight of the coal would not interfere with the vessel's carrying capacity. Prices of bunker coal here for 1900 will be 3 dol. (12s. 6*d.*) per ton of 2,000 lbs. trimmed and delivered from chutes. On vessels calling for coal, only half pilotage rates are charged.

The trade of the port is certainly increasing rapidly, and if, as the commercial people here believe, it continues to do so, it will each succeeding year show considerable advance in the export business of the port.

**Population.** The population of Pensacola is also increasing, as instanced by the number of new buildings, large and small, which have been erected during the year in and around the town. The number of the inhabitants is now put at 20,000.

**Building and loan associations.** A great impetus has been given to building during the

year by the two loan associations incorporated at Pensacola, one of which has reduced its interest on loans from 8 to 6 per cent. per annum; and from each association it is comparatively easy to obtain loans for building purposes. These associations also afford a good opening for small capitalists, as well as for the labouring classes, the several past yearly dividends having been very good, ranging from 7 to 8 per cent. These companies are also well conducted, and are very sound financially.

The electric street railroad referred to in my last annual report has been extended to the outskirts of the town, and this further improvement has also added new life to the prosperity of the place, many new buildings having been, and are still being, erected on its lines. Street railroad.

The health of the town has been good during the year, and free from epidemic sickness, such as yellow fever particularly, which dread disease has prevailed to some extent at other portions of the Gulf coast. Health.

The depth of water of the Pensacola bar, the shallowness of which formerly caused many casualties to shipping, has been during the year increased, and is now 30 feet or somewhat more in ordinary high tides. Pensacola bar.

As regards agricultural matters, I have nothing to add to my former reports under this head. At Pensacola and its surroundings garden products are planted and gathered in abundance for the daily use of the people here, and largely supply the inhabitants of the town. Agriculture.

Annex A.—RETURN of Principal Articles of Export from Pensacola during the Years 1899–98.

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Pitch pine lumber ...	Super. feet	204,594,000	639,356	139,529,357	348,823
Sawn pitch pine timber ..	Cubic feet	18,155,833	316,975	9,965,347	249,133
Hewn " " " "	"	524,924	12,203	509,366	11,861
Cotton " " " "	Bales	179,144	1,102,781	174,356	1,046,136
Tobacco " " " "	Lbs.	17,210,349	251,297	...	...
" " " " "	Hogsheads	...	...	7,483	149,660
Cotton-seed oil-cake...	Lbs.	20,042,666	37,840	...	...
Tallow " " " "	"	3,962,008	31,622	...	...
Lard " " " "	"	2,003,796	21,914	...	...
" " " " "	Tierces	...	...	3,904	25,376
Phosphate rock " " "	Tons	139,816	145,642	62,620	65,229
Pig-iron " " " "	"	25,695	82,544	36,454	75,945
Coal " " " "	"	77,524	48,452	91,623	76,268
Wheat " " " "	Bushels	750,646	115,930	543,416	72,454
Corn " " " "	"	720,088	65,281	410,341	40,364
Flour " " " "	Barrels	94,146	78,224	64,432	64,432
Rosin " " " "	"	132,710	44,429	46,700	29,187
Cotton-seed oil " " "	Gallons	724,684	28,674	...	...
Turpentine " " " "	"	154,103	15,452	...	...
" " " " "	Barrels	...	...	10,290	25,725
Cotton-seed meal " " "	Sacks	...	...	76,458	13,060
Oak staves " " " "	Number	1,481,116	21,469	435,030	4,350
Cattle " " " "	Head	4,591	30,825	...	...
Hogs " " " "	"	13,849	16,685	...	...
Horses " " " "	"	327	6,914	...	...
Mules " " " "	"	113	3,276	...	...
Sheep " " " "	"	434	833	...	...
Other articles " " "	"	...	41,678	...	38,507
Total ...	...	...	3,159,896	...	2,336,510

Annex B.—TABLE showing Total Value of all Articles Exported from and Imported to Pensacola from and to Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
United Kingdom ..	1,182,662	1,122,345	618	1,638
British possessions ..	12,638	4,211	891	..
Germany ..	550,741	476,195	4,228	8,601
Italy ..	849,970	140,580	..	..
France and colonies ..	278,019	144,812	..	..
Cuba ..	184,117	1,816	..	..
Belgium ..	164,696	107,423	..	..
Netherlands ..	82,470	59,557	..	..
Brazil ..	59,626	49,211	..	..
Portugal and colonies ..	56,007	15,491	..	..
Argentine Republic ..	51,804	22,548	..	..
Japan ..	51,480	9,525	..	..
Egypt ..	15,082	22,070	..	..
Spain and colonies ..	14,895	3,726	4,185	2,403
Denmark ..	9,519	6,560	..	..
Uruguay ..	7,690	15,382	..	..
Mexico ..	3,237	3,248	..	..
Turkey ..	1,490	1,254	..	..
Porto Rico ..	1,411	..	..	..
Sweden ..	1,121	..	..	..
Austria-Hungary ..	286	6,001	..	..
Russia ..	..	12,030	..	..
Tunis ..	..	1,398	..	..
Peru ..	..	1,027	..	..
Venezuela ..	..	622	..	..
Total to foreign countries ..	3,068,961	2,227,032	9,922	12,642
Total to ports in the United States ..	90,935	109,478	..	..
Grand total ..	3,159,896	2,336,510	9,922	12,642

NOTE.—The rate of exchange applicable to the values in the foregoing tables is 4 dol. 80 c. per £.

Annex C.—RETURN of all Shipping at the Port of Pensacola during the Year 1899.

## ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	51	32,101	162	286,026	213	318,127
American ... ..	77	44,826	27	28,313	104	73,139
Swedish and Norwegian ... ..	112	110,481	11	18,601	123	129,082
Italian ... ..	83	64,016	...	...	83	64,016
Spanish ... ..	...	...	32	55,463	32	55,463
German ... ..	15	15,651	5	7,738	20	23,389
Russian ... ..	19	15,776	...	...	19	15,776
Austro-Hungarian ... ..	3	1,776	1	1,770	4	3,546
Portuguese ... ..	4	2,876	...	...	4	2,876
Brazilian ... ..	1	1,465	...	...	1	1,465
Argentine Republic ... ..	1	1,316	...	...	1	1,316
French ... ..	2	827	...	...	2	827
Total ... ..	368	291,111	238	397,911	606	689,022
.. for the year preceding ... ..	360	283,742	166	263,543	526	547,285

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	51	31,000	161	284,872	212	315,872
American ... ..	89	47,234	26	27,164	115	74,398
Swedish and Norwegian ... ..	107	106,356	11	17,344	118	123,700
Italian ... ..	79	66,506	...	...	79	66,506
Spanish ... ..	...	...	33	56,891	33	56,891
German ... ..	15	15,146	8	11,643	23	26,789
Russian ... ..	20	17,541	...	...	20	17,541
Portuguese ... ..	4	3,933	...	...	4	3,933
Austro-Hungarian ... ..	1	664	1	1,770	2	2,434
Brazilian ... ..	1	1,465	...	...	1	1,465
French ... ..	3	1,146	...	...	3	1,146
Total ... ..	370	290,991	240	399,684	610	690,675
.. for the year preceding ... ..	344	271,920	163	256,440	507	528,360

NOTE.—In the foregoing return of entrances and clearances, as regards steamers of the United States, the steamer "Pensacola," of 1,669 tons capacity, arrived 26 times, and cleared for Texas 25 times loaded with coal.

## MOBILE, ALABAMA.

Mr. Vice-Consul Benn reports as follows:—

Foreign trade

				Value.	
				1897-98.	1898-99.
				£	£
Exports .. ..	..	..	..	1,916,850	1,778,873
Imports .. ..	..	..	..	224,880	318,129
Total .. ..	..	..	..	2,141,730	2,097,002

Lumber and  
timber.

The following summary of lumber and timber business done in this port shows the result obtained in 1898-99, as compared with 1897-98:—

					Quantity.	
					1897-98.	1898-99.
					Super. feet.	Super. feet.
Coastwise and foreign	..	..	..	..	48,555,709	84,497,608
To railroads	..	..	..	..	12,000,000	15,000,000
To Ship Island	..	..	..	..	500,000	750,000
Local rivers	..	..	..	..	15,000,000	20,000,000
Timber direct—						
Hewn	..	..	..	..	10,969,728	15,843,036
Sawn	..	..	..	..	50,807,388	78,458,864
Towed to Ship Island—						
Hewn	..	..	..	..	300,000	250,000
Sawn	..	..	..	..	175,000	500,000
Total	..	..	..	..	138,307,825	210,299,508

Hardwood  
shipments.

Showing an increase of 71,991,683 superficial feet.  
Shipments of hard woods during the past season show an increase, compared to previous season, as shown by the following statement:—

					Quantity.	
					1897-98.	1898-99.
					Cub. feet.	Cub. feet.
Oak	..	..	..	..	82,000	168,334
Cedar	..	..	..	..	..	..
Ash	..	..	..	..	10,735	8,022
Poplar	..	..	..	..	12,688	30,144
Whitewood	..	..	..	..	791	15,290
Gum	..	..	..	..	13,166	..
Walnut	..	..	..	..	2,711	500
Cypress	..	..	..	..	14,000	1,000
Total	..	..	..	..	136,031	213,290

Cotton  
receipts and  
prices.

There was also exported to foreign ports 975,000 pickets and 185,000 crossties.  
The 1898 receipts of cotton were 364,766 bales; average weight per bale, 509 lbs. 10 oz.; average price, 2½d. per lb.; value, 2,049,985½. For the season just closed, 263,869 bales; average weight per bale, 513 lbs. 4 ozs.; average price, 2½d. per lb.; value, 1,340,980½.

	Quantity.		Shipments of cotton.
	1897-98.	1898-99.	
	Bales.	Bales.	
The United Kingdom .. ..	154,401	137,120	
Europe .. ..	72,582	80,274	
Mexico .. ..	992	..	
Total foreign .. ..	227,975	167,394	
New Orleans .. ..	124,263	46,660	
North and East .. ..	8,068	46,152	
Other points .. ..	..	1,108	
Total United States ports	132,331	93,920	
Grand total .. ..	360,306	261,314	

Shipments of staves during the present season show an in-crease, as compared with the amount exported the previous season, viz., 502,400 pieces, against 165,900 pieces.

## FRUIT.

Fruit.

Year.	Quantity.	
	Bananas.	Cocoanuts.
	Bunches.	Number.
1897-98 .. ..	2,097,113	4,826,469
1898-99 .. ..	2,705,556	4,833,701

The total number of vessels up and down the Channel, as reported by the harbourmaster, is as follows:—

	Number.
Steamships .. ..	373
Ships, barques, and brigs .. ..	146
Schooners .. ..	164
Total .. ..	682
, 1897-98 .. ..	543
Increase .. ..	139

To the above may be added 30 to 35 schooners and steamers sailing to local ports without being recorded in the book of the harbourmaster.

**Cuban trade.** Cuban trade has considerably increased. The exports to Cuba exceed those of any port except New York, and exceed the combined exports of all the ports south of Baltimore, being for the past year 352,376*l.*, as against 21,629*l.* for the year ending August 31, 1898.

**Coal.** The production of coal in the State of Alabama is still increasing. Alabama now stands fifth in rank amongst the States in the Union for the production of coal. In 1870 the total coal mined amounted to 13,200 tons. In 1898 it amounted to 6,535,383 short tons, valued at 1,134,000*l.* The returns for the year 1899 are not all in, but the indication is that it will exceed 7,000,000 tons, valued at about 2,000,000*l.*

**Iron.** The output of pig-iron in 1898, which I reported last year as estimated at 1,000,000 tons, was 1,033,676 tons. For 1899 the output is estimated at 1,053,994 tons, but it is likely that it has exceeded this quantity. The quantity would have been larger but for the extremely cold weather during February, 1899, obliging the furnaces to bank their fires, thereby causing a loss in production of probably 20,000 to 25,000 tons. The furnaces have not been able to keep up with the demand. Their stocks are entirely depleted, and their output sold for months ahead. Prices which in January were 31*s.* 3*d.* for No. 1 soft, and 27*s.* 1*d.* for grey forge, reached 79*s.* 2*d.* for No. 1, and 68*s.* 9*d.* for grey forge in November. It is now generally acknowledged by those who are in a position to know, that pig-iron and its products can be made in the Birmingham district cheaper than anywhere else in the United States. The United States Government is fully aware of this, and is spending large sums of money in improving the Alabama River, and will undoubtedly spend all the money that may be necessary to make and keep Mobile a first-class port. A project is on foot at the present time to connect Birmingham, Alabama, with Mobile, Alabama, by water, via Bessemer and the Warrior River. I am told that the Government engineers have reported the project as both feasible and advisable. It is expected that if this canal is built, it will enable the mineral regions of Alabama to undertake an enormous export business.

Locally, Mobile is undertaking considerable improvements. A modern sanitary sewerage system and new waterworks, costing 750,000 dol., have almost been completed, and will be in operation early this year, thus further insuring good health to the city. It already has a low death-rate, and although some parts of the South have been visited in 1898 and 1899 with mild epidemics of yellow fever, Mobile has not had a single case to record. Among the new enterprises here may be mentioned two cotton mills, one open, and the other under construction.

Annex A.—RETURN of Shipping at the Port of Mobile during  
the Year 1899.

## ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	71	29,031	122	175,320	193	204,351
Norwegian ...	72	74,308	240	129,287	312	203,595
American ...	77	27,911	16	9,112	93	37,023
Danish ...	1	504	9	9,638	10	10,142
Russian ...	20	12,282	...	...	20	12,282
Swedish ...	4	3,321	...	...	4	3,321
Spanish ...	...	...	4	7,527	4	7,527
German ...	1	1,388	15	13,041	16	14,429
Italian ...	21	16,754	...	...	21	16,754
Austro-Hungarian	1	845	...	...	1	845
French ...	1	481	...	...	1	481
Portuguese ...	1	493	...	...	1	493
Total ...	270	167,318	406	343,925	676	511,243
Coastwise ...	...	...	...	...	50	25,680
Grand total	...	...	...	...	726	546,923
Last year	...	...	...	...	560	416,924

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	64	27,515	126	180,963	190	208,478
Norwegian ...	69	69,920	231	120,310	300	190,230
American ...	66	19,933	15	8,026	81	27,959
Danish ...	1	503	9	9,636	10	10,139
Russian ...	21	12,180	...	...	21	12,180
Italian ...	17	12,856	1	991	18	13,847
Swedish ...	6	5,097	...	...	6	5,097
Spanish ...	...	...	3	5,491	3	5,491
German ...	...	...	15	13,616	15	13,616
Dutch ...	1	1,281	...	...	1	1,281
French ...	1	481	...	...	1	481
Total ...	246	149,716	400	339,033	646	488,749
Coastwise ...	...	...	...	...	69	58,796
Grand total	...	...	...	...	715	547,545
Last year	...	...	...	...	546	403,462



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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF  
TEXAS.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2210.

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*Presented to both Houses of Parliament by Command of Her Majesty,*  
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Texas appears this season to have grown relatively less cotton than the "Atlantic" and "other Gulf" States, but it is possible that much cotton is still held back here.

As was naturally to be expected, with a somewhat short crop, **Prices.** prices for cotton at Galveston were higher during this season than last.

Starting on September 1, 1899, with spot middling cotton at 5½ to 6½ c., prices rose to 6¼ c. at the beginning of October, to 7 c. at the end of that month and to 7¾ c. at the beginning of December.

At the commencement of the year prices remained about the same, viz. : 7¾ c. for spot middling cotton, but were slightly higher early in February.

At the present time (February 8) they are 8¼ c., as compared with 6 c. at the corresponding period last season.

Considering the supposed short crop the receipts at Galveston **Receipts at Galveston.** have so far this season been heavy.

As will be seen from the following table, giving the receipts up to February 1 for the present and past seasons at Galveston, New Orleans, Savannah, and Charleston, together with the percentage of increase or decrease, the position of this port is still first, though it is quite probable that before the season ends New Orleans will be in the first place:— **Comparison with other ports.**

	Galveston.	New Orleans.	Savannah.	Charleston.
	Bales.	Bales.	Bales.	Bales.
Receipts to February 1, 1900 ..	1,888,496	1,262,912	774,732	189,127
" " 1899 ..	2,012,490	1,664,438	934,157	336,270
Percentage of increase ..	31.00	24.12	17.07	43.76

The following table gives the receipts at Galveston, during the last five seasons up to February 1, in each year:— **Tables of receipts and exports at Galveston.**

Year.	Receipts to Feb. 1.	Receipts for the Season.	Texas Crop.
	Bales.	Bales.	Bales.
1896-96 .. ..	758,372	1,001,075	1,989,582
1896-97 .. ..	1,162,799	1,376,855	2,247,554
1897-98 .. ..	1,606,577	1,950,667	3,074,811
1898-99 .. ..	2,008,713	2,367,913	3,555,091
1899-00 .. ..	1,888,496	..	..

The table following gives the receipts, foreign and coastwise exports and stocks from September 1 to February 1 in each of the last five seasons at Galveston :—

Year.	Receipts Net.	Exports.		Stock, February 1.
		Foreign.	Coastwise.	
	Bales.	Bales.	Bales.	Bales.
1895-96 .. ..	758,372	489,051	155,326	113,448
1896-97 .. ..	1,159,765	990,271	140,371	107,823
1897-98 .. ..	1,606,577	1,129,835	274,746	214,072
1898-99 .. ..	2,008,713	1,654,984	164,032	217,717
1899-00 .. ..	1,388,496	1,081,699	168,042	162,367

The standing of Galveston up to February 1 in this season, as compared with other cotton exporting ports in the United States, is shown in the following table, as well as the exports of cotton in detail to that date.

The great falling-off in exports to the United Kingdom will be noticed :—

Ports.	Quantity.	
	This Season.	Last Season.
	Bales.	Bales.
Galveston .. ..	1,388,496	2,012,490
New Orleans .. ..	1,262,912	1,664,438
Mobile .. ..	160,235	224,260
Savannah .. ..	774,782	934,157
Charleston .. ..	189,127	336,270
Wilmington .. ..	231,732	282,748
Norfolk .. ..	283,679	498,534
Baltimore .. ..	65,294	24,019
New York .. ..	51,637	90,317
Boston .. ..	55,636	230,456
Philadelphia .. ..	32,294	29,507
Newport News .. ..	11,460	14,123
Brunswick .. ..	57,641	226,957
Pensacola .. ..	74,888	138,468
Port Royal .. ..	..	20,865
Port Arthur .. ..	20,044	19,585
Other ports .. ..	11,429	..
Total .. ..	4,671,836	6,747,199
Difference .. ..	2,075,363	

TABLE of Receipts and Exports at Galveston, 1899-00, up to February 1, 1900.

## RECEIPTS.

	Quantity.	
	This Season.	Last Season.
	Bales.	Bales.
Net .. .. .	1,388,493	2,012,490
Other ports in district .. ..	298	94
Gross total .. ..	1,388,791	2,012,584

## EXPORTS—FOREIGN.

Destination.	Quantity.	
	This Season.	Last Season.
	Bales.	Bales.
United Kingdom .. ..	448,249	927,508
France .. ..	294,858	320,187
Continent .. ..	304,552	415,664
Channel .. ..	34,045	10,904
Total .. ..	1,081,699	1,674,258

## EXPORTS—COASTWISE.

Destination.	Quantity.	
	This Season.	Last Season.
	Bales.	Bales.
New York .. ..	100,048	108,365
Other ports .. ..	64,594	66,622
North, by rail .. ..	3,408	54
Total .. ..	168,040	170,041

The grain exports at Galveston showed remarkable increase Grain trade. during 1899, especially as regards wheat.

The export trade in grain is of comparatively recent growth, and it is therefore the more noticeable that this port has already made such immense strides in this direction and was second only to New York in 1899 as an export point for wheat.

The possibilities as regards grain business are very great, and there seems to be little doubt that Galveston will continue to increase her exports of grain year by year until she will send away 40,000,000 or 50,000,000 bushels in the twelvemonth.

The facilities at Galveston are excellent and of modern construction, and are quite ample for a much larger business than is done at present.

During the year 1899 no new grain elevators were constructed, but a large addition was made to the chief elevator whereby the storage capacity was enlarged some 650,000 bushels, thus giving the port considerably over 3,000,000 bushels storage room.

The handling methods for grain here have given every satisfaction, and it is believed a grain cargo can be more quickly loaded in Galveston than at any other American port.

**Total amount of grain exported.**  
The total amount of grain exported from Galveston during 1899 was 22,020,514 bushels, as against 16,055,618 bushels in 1898.

Wheat exports were 15,073,674 bushels in 1899, as against 10,690,586 bushels in 1898, whilst there were 6,946,840 bushels of corn exported, as compared with 5,365,032 bushels in 1898.

There was a gain in value of grain exported of over 500,000%.

**Grain-laden British vessels.**  
There were 190 full or partial cargoes of grain shipped in British vessels during the year as against 201 in 1898.

**Table of grain exports.**  
The following table shows the amount of grain shipped in 1899 and its destination :—

Destination.	Quantity.	
	Maize.	Wheat.
	Bushels.	Bushels.
United Kingdom .. .. .	2,322,700	1,631,217
Germany .. .. .	2,246,736	4,645,787
Holland .. .. .	472,788	4,922,886
France .. .. .	479,396	427,995
Belgium .. .. .	248,226	2,880,618
Denmark .. .. .	1,078,499	48,000
Cuba .. .. .	37,336	58,757
Italy .. .. .	..	129,200
Mexico .. .. .	60,000	..
Austria .. .. .	..	329,264
Colombia, U.S. .. .. .	159	..
Totals .. .. .	6,946,840	15,073,674

There was on February 1 in this season a stock of 1,082,948 bushels of wheat and 407,085 bushels of maize at Galveston.

Since June 1 last, the beginning of the present grain season, up to February 1, 21,406 cars of grain have been received here, as against 18,213 cars for the corresponding period last season.

**Public works.**  
Whilst the amount of work executed on public improvements, especially as regards expansion of the wharf and terminal facilities of Galveston was by no means so great in 1899 as in the two previous years, yet some of considerable importance to the port was carried out.

**Improvements of Galveston**  
During the year the Galveston Wharf Company built Pier 37, thereby adding 2,490 feet to the frontage controlled by them.

This pier is 1,200 feet long by 210 feet wide, and has a storage capacity of 75,000 bales of cotton, whilst 1,000 cars can be accommodated at the wharf. **Wharf Company.**

The entire wharf is covered in with a shed divided into three compartments, separated by brick walls rising 2 feet above the roof, so as to afford protection in case of fire.

Pier 15 was also enlarged and extended during the year.

The frontage now controlled by the Wharf Company extends some 5 miles and can accommodate 75 vessels at one time.

The company also enlarged their biggest grain elevator during 1899, giving additional storage room for 650,000 bushels.

A new system of trackage instituted during 1897 and 1898 by the Wharf Company was extended another 5 miles and has proved very successful.

The number of cars handled during the year on the Wharf Company's lines was 102,626, as against 92,259 in 1898, and this without any friction or blocks to speak of.

The company now owns about 5 miles of wharves, 35 miles of terminal lines and sheds over every wharf, as well as a dredging plant, pile-driver, marine ways, two large grain elevators, creosoting works and other facilities. **Property owned by the Company.**

The cost of transferring merchandise from car to ship and *vice versa* has been reduced to a minimum, as the tracks are built on the wharves.

The rate per car for trackage has been lowered this season from 1 dol. per car to 50 c.

As regards the harbour improvements carried out under the supervision of the United States Government, the depth of water available for shipping has been well maintained and averaged from 26 to 28 feet at mean low tide in the channel during the year. **Harbour improvements. Depth of channel maintained.**

Vessels drawing 24 or 25 feet are not uncommon here now, whilst five years ago a vessel drawing 17 feet could not get over the bar.

The channel is, however, very narrow in some places and difficulty is at times experienced in getting a big vessel out of the slips.

I understand the Government engineers have made surveys with a view to the necessary work for widening the channel, and the matter will probably shortly come before Congress. **Plans for widening channel.**

A little dredging was done by the Government dredger during the year, so as to keep the channel clear, but the work done was comparatively speaking very light, as against that of previous years.



## GALVESTON.

## EXPORTS from Galveston for the Year 1899.

Destination.	Cotton.		Cotton-seed Meal and Cake.		Wheat.		Corn (Maize).		Wheat Flour.		Lumber.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Bales.	£	Tons.	£	Bushels.	£	Bushels.	£	Barrels.	£	1,000 ft.	£
United Kingdom and Colonies ..	611,724	4,181,401	20,567	69,075	1,631,217	231,034	2,322,700	166,420	30,637	22,483	1,503	4,575
Germany ..	369,645	2,539,464	150,307	551,100	4,645,767	650,641	2,246,736	159,261	1,656	1,175	4,746	17,563
France ..	371,262	2,620,536	4,935	18,620	427,896	59,895	479,396	36,781	..	..	239	765
Netherlands ..	83,165	231,251	34,399	120,419	4,922,836	695,172	472,748	33,162	8,401	5,791	5,003	18,465
Belgium ..	55,874	392,356	5,651	19,563	2,880,618	405,209	248,226	17,596	18,861	13,737	733	2,784
Denmark ..	8,559	60,007	81,948	116,425	48,000	6,720	1,079,499	76,805	8,368	5,442	85	483
Cuba ..	..	..	8	27	58,767	4,254	37,336	2,843	73,341	52,983	141	406
Japan ..	29,576	207,213	..	..	..	..	..	..	..	..	..	..
Italy ..	14,285	86,382	..	..	129,200	18,606	..	..	..	..	..	..
Mexico ..	10,700	74,771	..	..	..	..	60,000	4,980	..	..	51	154
Austria-Hungary ..	..	..	..	..	329,264	47,969	..	..	..	..	..	..
Colombia ..	..	..	..	..	..	..	159	17	176	188	90	248
Russia ..	..	..	..	..	..	..	..	..	..	..	..	..
West Indies ..	..	..	..	..	..	..	..	..	..	..	..	..
Total for 1899 ..	1,504,779	10,393,381	253,815	895,229	15,073,674	2,119,499	6,946,840	497,865	140,930	101,744	12,591	45,442
" 1898 ..	1,956,229	11,028,316	229,085	863,388	10,690,586	1,686,255	5,365,032	430,897	79,218	68,597	7,742	21,296

## EXPORTS from Galveston for the Year 1899—continued.

Destination.	Cotton-seed Oil.		Staves.		Loga.		Spelter.		Cattle.		Sundries.		Total, 1899.		Total, 1898.	
	Quantity.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.
	Gallons.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
United Kingdom and Colonies	34,860	1,618	285	613	52,281	12,139	4,741,874	6,781,317	..	..	12,139	4,741,874	6,781,317	..	..	..
Germany ..	191,182	10,068	17,174	8,690	70	19,694	3,974,800	2,999,978	..	..	19,694	3,974,800	2,999,978	..	..	..
France ..	1,674,769	93,831	203	967	9,021	4,357	2,844,976	2,477,410	..	..	4,357	2,844,976	2,477,410	..	..	..
Netherlands ..	8,199,397	166,810	8,128	3,319	..	2,520	1,235,087	853,869	..	..	2,520	1,235,087	853,869	..	..	..
Belgium ..	146,072	7,162	160	3,947	2,365	32,154	896,933	668,430	..	..	32,154	896,933	668,430	..	..	..
Denmark ..	205,020	11,864	..	32	..	882	278,660	230,141	..	..	882	278,660	230,141	..	..	..
Cuba ..	..	..	..	..	..	29,814	256,986	88,787	..	..	29,814	256,986	88,787	..	..	..
Japan ..	..	..	..	..	..	2	207,215	171,569	..	..	2	207,215	171,569	..	..	..
Italy ..	12,750	737	..	..	..	18,567	124,291	323,999	..	..	18,567	124,291	323,999	..	..	..
Mexico..	1,035,551	43,401	..	67	..	275	123,648	123,974	..	..	275	123,648	123,974	..	..	..
Austria-Hungary	..	..	..	..	..	95	48,064	..	..	..	95	48,064	..	..	..	..
Colombia ..	..	..	..	..	..	2,113	..	..	..	..	2,113	..	..	..	..	..
Russia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
West Indies ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total for 1899	6,501,051	385,491	25,900	17,685	63,637	122,512	14,784,995	..	166,660	122,512	122,512	14,784,995	..	..	..	..
" 1898	6,372,124	357,129	26,195	23,061	73,649	113,608	..	..	55,810	113,608	..	..	..	..	14,748,189	..

GALVESTON.

IMPORTS at Galveston for the Year 1899, Free of Duty.

Commodities.	Value.								Total Value, 1899.	Total Value, 1898.
	United Kingdom.	Germany.	France.	Mexico.	Porto Rico.	British East Indies.	Belgium.	Brazil.	All other Countries.	
American manufactures (re-imported) ...	4	4	4	4	4	4	4	4	4	4
Books and printed matter ...	46	648	...	...	...	...	22	...	10	821
Chemicals (all kinds) ...	5	134	...	...	...	...	...	...	...	15
Coffee ...	3,108	...	...	...	...	...	...	...	...	8,160
Fibres (jute and jute butts) ...	...	...	...	1,796	509	...	...	37,309	...	...
" (sisal grass) ...	...	...	...	...	...	60,103	...	...	...	14,025
Fruits and nuts ...	...	...	...	231,381	...	...	...	...	...	920,787
Household and personal effects ...	...	...	...	96	...	...	...	...	8,444	39
Wood (unmanufactured) ...	1,074	330	...	...	...	...	...	...	42	287
Miscellaneous articles ...	...	...	...	536	...	...	...	...	...	2,168
...	79	581	8	...	...	...	4	...	...	543
Total value of free imports for 1899 ...	4,312	1,693	8	233,308	509	60,103	26	37,309	8,496	346,264
" " 1898 ...	8,257	861	84	323,438	8	14,025	47	...	105	346,825

### Imports at Galveston for the Year 1899, Paying Duty.

[illegible]

TABLE of Shipping engaged in the Foreign Trade at Galveston during the Year 1899.

## ENTERED.

Nationality.	In Ballast.		With Cargo.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American ... ..	3	652	1	77	4	729
Austro-Hungarian ... ..	1	1,770	2	4,562	3	6,332
Belgian ... ..	1	3,677	...	...	1	3,677
British ... ..	232	499,103	42	76,403	294	575,506
Danish ... ..	9	17,729	1	2,860	10	20,589
Dutch ... ..	...	...	1	2,370	1	2,370
French ... ..	1	1,688	1	2,064	2	3,652
German ... ..	4	5,051	15	45,235	19	50,286
Italian ... ..	1	425	...	...	1	425
Japanese ... ..	...	...	1	3,618	1	3,618
Mexican ... ..	...	...	2	170	2	170
Norwegian ... ..	25	17,976	16	9,867	41	27,843
Spanish ... ..	22	45,084	2	2,392	24	46,426
Total ... ..	319	591,005	84	149,618	403	740,623

## CLEARED.

Nationality.	In Ballast.		With Cargo.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American ... ..	...	...	1	88	1	88
Austro-Hungarian ... ..	...	...	5	10,563	5	10,563
Belgian ... ..	...	...	1	3,677	1	3,677
British ... ..	...	...	306	596,358	306	596,358
Danish ... ..	...	...	16	31,443	16	31,443
Dutch ... ..	...	...	1	2,370	1	2,370
French ... ..	...	...	2	3,668	2	3,668
German ... ..	...	...	24	60,613	24	60,613
Italian ... ..	...	...	1	425	1	425
Japanese ... ..	...	...	1	3,618	1	3,618
Mexican ... ..	...	...	...	...	...	...
Norwegian ... ..	2	600	51	37,711	53	38,311
Spanish ... ..	...	...	24	45,970	24	45,970
Total ... ..	2	600	433	796,504	435	797,104

RETURN of British Shipping at the Port of Galveston in the Year 1890.  
Direct Trade in British Vessels from and to the United Kingdom and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
12	108	120	24,016	321,080	255,106	76	...	76	157,197	...	157,197
					£						£
					...						13,229,949

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.						Cleared.								
Countries whence Arrived.	Number of Vessels.			Tonnage.		Number of Crews.	Countries to which Departed.	Number of Vessels.			Tonnage.		Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.			Total.	With Cargoes.	In Ballast.	Total.			
United States of America	11	23	34	14,866	51,729	66,595	Germany	93	183,065	183,065	2,543	2,008,412		
Italy	...	27	27	...	48,566	48,566	Holland	43	84,337	84,337	1,131	1,100,164		
Portugal and colo- nies	...	24	24	...	41,333	41,333	France	41	62,360	62,360	1,325	2,827,690		
Cuba	...	12	22	19,417	18,449	37,866	Belgium	24	47,752	7,	645	881,686		
Brazil	...	10	24	1,222	34,832	36,054	Cuba	9	9,862	9,862	221	81,472		
Mexico	1	19	20	1,222	34,832	36,054	Mexico	9	10,406	10,406	189	43,400		
Spain and colonies	...	13	13	...	21,409	21,409	Denmark	8	12,923	12,923	198	124,162		
Belgium	...	11	11	...	20,510	20,510	Italy	1	2,018	2,018	24	53,818		
Holland	...	6	6	10,737	10,737	10,737	Japan	1	2,125	2,125	31	56,293		
Egypt	...	5	5	...	10,620	10,620	United States of America	...	...	2,393	61	...		
United States of Colombia	...	3	3	...	8,254	8,254	Total	229	434,769	2,893	6,343	7,820,672		
Denmark and colonies	...	3	3	5,456	5,456	5,456								
Germany	...	2	2	3,617	3,617	3,617								
Austria	...	2	2	4,808	4,808	4,808								
Central America	...	1	1	2,211	2,211	2,211								
France and colo- nies	...	1	1	1,886	1,886	1,886								
Total	30	144	174	51,367	289,013	318,400	4,962							

## SABINE PASS.

Mr. Vice-Consul Roland reports as follows :—

**Trade and  
commerce.  
Shipping.**

The export trade for the past year has been slightly in excess of that of the year preceding, whereas the imports have diminished 30 per cent. of the previous year, owing to the abolition of a line of steamers plying between here and Mexican ports.

**Navigation.**

A sum of 100,000 dol. has been appropriated to build a lighthouse on what is known as Sabine Banks, about 18 miles due south of the Sabine Pass lighthouse. These banks shoal to about 16 feet at the point where the lighthouse is to be located. Surveys and soundings have already been made, and the lighthouse when built will be of great benefit to navigation to Galveston as well as Sabine Pass, and 50,000 dol. has been appropriated to put a light and fog signal on the outer end of the Sabine Pass jetties.

**Industries.**

No industries of importance have been established here as yet, although the erection of saw-mills, creosoting plant, and machine shops are under consideration.

**Population.**

The population of Sabine Pass is between 1,200 and 1,500, and the health of the place is extraordinarily good, there having being no sickness whatever of any consequence during the past year.

**Public works.**

Great improvements at Sabine this year have been made by the Southern Pacific Railway Company, which company has spent upwards of 250,000 dol. in docks, sheds, storage yards, &c. The sheds have an area of over 141,000 square feet, with trackage underneath for the unloading and loading of 56 cars at one time, all protected from the weather.

The docks are supplied with conveyors for handling freight to and from vessels, and fully protected from fire by water mains with hydrant and hose connections every 50 feet. The sheds are lighted by electricity throughout. Ten miles of yard tracks are connected with these docks. The whole system is thoroughly modern and up to date, and for the economical handling of freight there is no better in the country.

The Government has established a post-office near these recent improvements called Sabine, which is located about 2 miles south of the incorporated town of Sabine Pass. Work will commence in a few weeks on the Government appropriation of 150,000 dol. for the widening and deepening of Sabine Harbour. This work will be of great benefit to all shipping here, and especially to timber and lumber shipments loaded from the stream.

The Government has also established fortifications here which will be greatly increased when land for which it is now negotiating is secured.

Government appropriations have been made for moving the life-saving station from its present position in the harbour. The new station will be about midway of the west jetty wall, where it will be of vastly more benefit than heretofore.

The Government Weather Bureau has established a signal station here.

The Southern Pacific Company now have a large staff engaged in extending their road, which is now built from Sabine to Rockland, on through to Dallas. This will give Sabine Pass connection with the metropolis of North Texas.

The Western Union Telegraph Company have extended their line to Sabine Pass, giving this place telegraphic and cable connections with the world.

Since the recent completion of the jetties the channel has been dredged to a depth of 25 feet from the Gulf to the magnificent system of terminals which have been built in connection with two large slips here with an average depth of 27 feet. General remarks.

50,000 bales of cotton are engaged for shipment here, and during the next season and the remainder of this, a large volume of business is certain to find its outlet this way. Negotiations are being made for grain and coal elevators to be located at this place. There is already dockage here capable of berthing 12 ocean steamers.

#### *Port Arthur.*

The Port Arthur Ship Canal has been built from the head of deep water in Sabine Pass 7 miles inland to a point on Taylors Bayou, where advantage has been taken of the width and depth of fresh water in this river to construct a large ship basin with docks and wharves and all necessary improvements for the transfer of goods from the railroad cars to the steamers. The reason for locating the city of Port Arthur and its harbour here was to have a land-locked harbour supplied with fresh water which, in addition to killing the salt-water barnacles on the hulls of vessels, also kills the teredo, the deadly foe of all timber structures in the salt water of the southern seas. Ship canal.

The length of the canal as finally adopted and built is 37,000 feet. The normal cross section is 75 feet wide at the bottom, 175 feet wide at the water line, 25 feet of water, and slopes 2 to 1.

The average elevation of the land traversed by the canal is 2 feet above mean low tide. The average difference of elevation of the waters of the Gulf caused by the tides is only 14 inches. The rise and fall of the waters along this coast is more generally governed by the prevailing winds. Locks and gates were therefore entirely unnecessary on the Port Arthur Canal. The curves in the canal are easy, the sharpest curve having a radius of 8,000 feet, and steamers can steam up the canal on their own steam without any difficulty or danger.

The nature of the material encountered in dredging the canal is a stiff yellow clay which does not dissolve or wash easily. There has been practically no sand found in dredging the canal, and the sides stand remarkably well, and it has not been necessary to provide protection for the walls against erosion, and vessels may touch the sides or bottom without injury.



SABINE PASS.

TABLE showing Exports from Sabine Pass during the Year 1899.

Destination.	Cotton.		Cotton-Seed Meal.		Wheat.		Flour.		Lumber.		Cotton-Seed Oil.		Staves.	Sundries.	Total.
	Bales.	Value.	Tons.	Value.	Bushels.	Value.	Barrels.	Value.	1,000 Feet.	Value.	Gallons.	Value.	Value.	Value.	
France ...	...	\$	...	\$	...	\$	...	\$	2,944	7,771	...	\$	...	\$	7,771
Germany ...	7,373	56,666	166	684	123,000	16,736	841	647	1,142	2,565	...	...	...	68	77,246
Netherlands ...	6,877	44,356	176	1,038	490,433	71,659	22,476	16,781	5,320	14,715	50,150	2,357	15,371	727	175,899
United Kingdom and Colonies ...	9,123	57,060	...	...	80,000	11,520	1,786	943	2,925	6,293	...	...	...	...	75,816
Mexico ...	1,080	6,001	...	...	...	...	...	...	11,609	29,586	...	...	...	14,692	50,279
Cuba ...	...	...	...	...	...	...	...	...	7,350	14,645	...	...	...	...	14,645
West Indies ...	...	...	...	...	...	...	...	...	913	2,980	...	...	...	...	2,980
Puerto Rico ...	...	...	...	...	...	...	...	...	814	1,628	...	...	...	...	1,628
Canary Islands ...	...	...	...	...	...	...	...	...	476	1,235	...	...	...	...	1,235
Total ...	23,453	163,963	842	1,702	690,433	90,916	25,102	18,371	33,492	81,569	50,150	2,357	15,371	15,437	407,449

RETURN of British Shipping at the Port of Sabine Pass engaged  
in the Carrying Trade of Foreign Countries and British  
Possessions during the Year 1899.

## ENTERED.

Country.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
United Kingdom...	...	...	7	11,279	7	11,279
Mexico ... ..	...	...	3	2,376	3	2,376
Holland ... ..	...	...	3	3,436	3	3,436
United States ...	...	...	3	4,763	3	4,763
Germany ... ..	...	...	1	2,009	1	2,009
Spain ... ..	...	...	1	1,479	1	1,479
Cuba ... ..	...	...	1	393	1	393
Italy ... ..	...	...	1	2,149	1	2,149
Total ... ..	...	...	20	27,884	20	27,884

## CLEARED.

Country.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
United Kingdom...	4	5,964	...	...	4	5,964
Mexico ... ..	3	897	...	...	3	897
Holland ... ..	6	10,130	...	...	6	10,130
Germany ... ..	2	3,487	...	...	2	3,487
Cuba ... ..	3	3,466	...	...	3	3,466
France ... ..	1	1,591	...	...	1	1,591
Spain ... ..	1	689	...	...	1	689
Total ... ..	20	26,233	...	...	20	26,233

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cotton; in fact the average of the crop was at least half a grade below that usually grown.

Prices were lower than ever before; the average for middling Prices. being 5.25 c. per lb., as against 5.63 c. in 1897-98, whilst the average price of the total crop was only 4.88 c. per lb.

The average commercial value per bale was 25 dol. 8 c. as against 28 dol. 62 c. in 1897-98.

The following table shows the Texas crop in detail, and includes Texas crop. cotton grown in the Indian territory, where 265,916 bales were produced.

	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
Receipts at Texas seaboard .. .. .	2 367,913	1,950,667
Shipped inland to Mexico and points west of Mississippi River .. .. .	169,454	164,660
Shipped by rail via St. Louis and Cairo.. ..	317,441	306,916
Receipts at New Orleans (exclusive of Galveston) .. ..	559,666	599,880
points on Mississippi, &c., north of St. Louis, bound eastward, &c. .. ..	140,617	52,688
Total .. .. .	3,555,091	3,074,811

During the seasons of 1898-99 and 1897-98 the following Proportion of were the proportions of the crop produced by the various groups production. of cotton-growing States :—

	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
Texas .. .. .	3,555,000	3,075,000
Other Gulf .. .. .	3,360,000	3,774,000
Atlantic .. .. .	4,360,000	4,351,000
Total .. .. .	11,275,000	11,200,000

The following tables show the net receipts at the various Receipts and United States ports and the exports from these ports in detail. exports of

The heavy increase in the Texas crop resulted in Galveston, cotton at for the first time on record, heading the list both in point of various ports. exports as well as in receipts.

About 66 per cent. of the Texas crop was received at Galveston during 1898-99, as against 63 per cent. in 1897-98.

## NET Receipts of Cotton at United States Ports.

Ports.	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
New Orleans .. ..	2,231,717	2,690,256
Galveston .. ..	2,344,468	1,939,308
Mobile and Pensacola .. ..	452,467	478,086
Savannah .. ..	1,099,610	1,192,028
Charleston .. ..	375,394	472,567
Wilmington .. ..	291,365	323,273
Norfolk .. ..	691,668	609,454
Baltimore .. ..	69,141	74,404
New York .. ..	152,836	161,613
Boston .. ..	317,602	225,647
Philadelphia .. ..	55,195	88,284
Newport News .. ..	22,518	15,699
Brunswick .. ..	250,249	244,587
Port Royal .. ..	20,874	65,972
El Paso, Texas .. ..	250	..
Laredo, Texas .. ..	3,955	16,711
Eagle Pass .. ..	7,310	6,335
San Francisco, &c. .. ..	188,907	165,136
Total .. ..	8,575,426	8,769,360

TABLE showing Exports of Cotton from United States Ports for the Years 1898-99.

From—	United Kingdom.	France.	Continent and Channel.	Total.	Total, 1897-98.
	Bales.	Bales.	Bales.	Bales.	Bales.
New Orleans ... ..	846,183	323,023	747,233	1,916,439	2,384,000
Galveston ... ..	1,049,428	396,050	553,389	1,997,867	1,514,980
Mobile and Pensacola ... ..	236,964	12,761	137,562	386,287	341,235
Savannah ... ..	51,768	32,216	541,575	625,557	733,946
Charleston ... ..	75,522	...	157,210	232,732	321,387
Wilmington ... ..	118,002	...	142,565	260,567	296,086
Norfolk ... ..	58,593	...	31,304	86,897	110,006
Baltimore ... ..	132,136	960	129,530	262,626	223,801
New York ... ..	301,691	32,606	323,157	657,354	768,666
Boston ... ..	406,415	...	...	406,415	312,461
Philadelphia ... ..	13,560	...	...	13,560	19,600
Newport News ... ..	36,299	...	...	36,299	20,517
Brunswick ... ..	165,297	...	89,412	250,699	247,077
Port Royal ... ..	20,874	...	...	20,874	66,972
El Paso, &c. ... ..	...	...	1,389	1,389	584
Laredo ... ..	...	...	7,310	7,310	16,711
Eagle Pass ... ..	...	...	3,955	3,955	6,335
San Francisco, &c. ... ..	32,753	...	156,824	189,577	169,576
Total ... ..	3,540,473	796,516	3,017,415	7,354,404	7,539,880
" last year ... ..	3,643,330	816,386	3,180,164	7,639,880	...

Cotton  
business,  
1899-1900.

Estimated  
crop.

Just as in 1898 a very large cotton crop was predicted at the beginning of the season of 1899-00; the estimated production running as 11,000,000 bales.

As the season progressed, however, it was seen that this estimate was far too high, and at present conservative opinion places the crop at from 9,000,000 to 9,500,000 bales, with the Texas production at from 2,250,000 to 2,500,000 bales.

No. 2391.

Annual Series.

Reference to previous Report, Annual Series No. 2210.

Report on the Trade and Commerce of Texas for the Year 1899

By MR. CONSUL NUGENT.

(Received at Foreign Office, March 9, 1900.)

During 1899 the port of Galveston and in fact the whole of Texas shared in the wave of prosperity which spread over the entire United States of America.

General prosperity of Texas and Galveston.

Although, owing to the shortness of the crop, cotton exports from the port of Galveston show a decided decrease as compared with 1898, there was no such large decrease in value, as the price of cotton was considerably higher than in 1898.

In spite, however, of this smaller cotton crop, Galveston maintained her position as the leading export point of the country, and the close of the year finds this port the first in this respect.

The decline in exports of cotton was largely offset by increased exports of grain, especially of wheat. In this respect Galveston was only surpassed by one port in the United States, viz., New York.

To sum up, Galveston during 1899 was the leading exporting port for cotton in the country, and the second as regards exports of wheat, whilst the total foreign trade was the largest in value ever done by the port.

Growth of the port.

The total value of the foreign trade of Galveston during 1899 amounted to 15,231,914*l.*, of which 446,919*l.* were imports and 14,784,995*l.* exports.

Foreign trade.

These figures compare with the following in 1898 :—

						Value.
						£
Imports	..	..	..	..	..	459,965
Exports	..	..	..	..	..	14,748,189
Total foreign trade..						15,208,154

A comparatively speaking small increase was thus shown for (524)

the year in values, but probably judging from the railway returns the actual amount of merchandise handled was much larger in quantity than ever before known here.

**Cotton exports.**

The total exports of cotton during 1899 were 1,504,779 bales, as compared with 1,930,250 bales in 1898.

**Grain exports.**

Exports of grain increased from 16,055,618 bushels in 1898 to 22,020,514 bushels in 1899.

Besides these leading commodities a large business was done in cotton-seed products, lumber, flour, spelter, &c.

**Import trade.**

The foreign import trade, whilst not increasing to any extent during 1899, maintained the advance shown in 1898 fairly well, and, under present conditions, all was done that could reasonably be looked for.

The business of the port, great as it was in 1899, was handled without any friction to speak of, and vessels obtained very quick despatch in many instances.

**Trade with the British Empire.**

Owing to the unusually small cotton shipments to the United Kingdom during the present season the trade of the British Empire with Galveston declined from 6,833,815*l.* in 1898 to 4,830,832*l.* in 1899.

**Shipping.**

The shortness of the cotton crop naturally had its effect upon shipping. The total tonnage of foreign shipping entered was 740,623 registered tons, whilst 797,104 registered tons cleared. In 1898 the figures were 837,960 tons and 821,987 tons respectively.

**British shipping.**

The amount of British shipping entered and cleared was 1,171,864 registered tons during 1899 as compared with 1,372,453 tons in 1898.

**Cargoes of British vessels.**

British vessels took away no less than 11,466,641*l.* value in cargoes, or 77 per cent. of the total export trade of Galveston. In 1898 the value of the cargoes exported in British bottoms was 12,558,336*l.*

**Trade and commerce. General domestic trade.**

The general trade of Galveston both wholesale and retail was excellent during 1899. Increased business was reported especially in wholesale "dry goods," fruit, produce, liquors and wines, stationery, clothing, hats, boots and shoes, and groceries.

The prosperity of both wholesale and retail business has been largely brought about by the changed conditions of the farming interests of the State. It is only a few years ago that the Texas farmer grew virtually but one crop—cotton—and in most cases lived upon credit. To-day, instead of growing all cotton and buying supplies for household use, he, by diversifying his crops, produces enough for his own use and often has a surplus, so that at present the basis of business is cash, not credit, with a consequent reduction of prices on the part of the merchant and a resultingly increased trade.

Besides cotton, cattle, grain, fruit and vegetables all find a ready market in the large towns in the State, and the money thus earned by the farmer has largely swelled the volume of local business in groceries, clothing, &c., all over Texas.

**Bank clearances.**

There was a slight decrease in Galveston bank clearances

during 1899, these being 67,761,220*l.*, as against 69,294,740*l.* in 1898, but the difference was not very remarkable.

Deposits in savings banks, &c., on the other hand showed an increase, thus testifying to the general prosperity of the community, which was practically free from business failures of any importance during 1899. Deposits in savings banks.

The following table sets forth the value of the total trade done by the various foreign countries with the port of Galveston and the percentage of each country. Total value of foreign trade.

It will be noticed that the trade with the British Empire fell off considerably, being only 31·70 per cent. of the total value of business done, as against 44·94 per cent. in 1898.

What the British Empire lost was gained by Germany, France, the Netherlands, and Belgium, all of which countries show considerable gain.

The loss of trade with Great Britain can be accounted for by the unusually small amount of cotton taken by Liverpool.

TABLE showing Percentage of Total Trade of Galveston, by Countries, during the Years 1898-99.

Country.	1898.		1899.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
United Kingdom and Colonies .. ..	6,833,815	44·94	4,830,832	31·70
Germany .. ..	3,059,644	20·12	4,025,401	26·42
France .. ..	2,480,233	16·31	2,852,179	18·72
Netherlands .. ..	853,309	5·61	1,235,997	8·44
Belgium .. ..	688,908	4·53	913,393	5·99
Mexico .. ..	452,641	2·98	358,073	2·36
Denmark .. ..	230,141	1·51	278,860	1·85
Cuba .. ..	88,787	0·58	256,986	1·68
Japan .. ..	171,669	1·13	207,688	1·38
Italy .. ..	324,441	2·18	124,371	0·83
All other countries ..	24,666	0·16	97,634	0·63
Total .. ..	15,208,154	100·00	15,231,914	100·00

The total value of direct foreign imports into Galveston in 1899 was 446,919*l.* as compared with 459,965*l.* in 1898. As, however, the merchandise imported in transit for other parts of the United States was only 8,524*l.* as against over 40,000*l.* in 1898, the imports for Galveston itself shows somewhat of an increase. But, as I have remarked before in previous reports from this Consulate the import trade of Galveston is entirely disproportionate to the export trade. Imports.

Of the total amount of the imports 346,264*l.* represented the articles free of duty, and 92,131*l.* those subject to duty; whilst merchandise to the amount of 8,524*l.* was imported through this port, in transit to other parts of the United States.



Principal imports.

The principal articles free of duty were sisal grass, jute, coffee, fruits and nuts, and sheep dip; whilst the chief dutiable articles were Portland cement, manufactures of cotton, earthenware, manufactures of flax and hemp, preserved fish, glass, malt liquors, rice, salt, sugar, toys, preserved vegetables and wines.

The chief increases were in jute, fruits and nuts, cement, coffee, preserved fish, sugar, toys, preserved vegetables, and wines; whilst the largest falling-off appears to be in sisal grass, sheep dip, chemicals, earthenware, and rice.

The following table shows the percentages of the import trade done by the various countries:—

TABLE showing Percentage of Imports at Galveston, by Countries, during the Years 1898-99.

Country.	1898.		1899.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
United Kingdom and Colonies .. ..	52,498	11.41	88,958	19.90
Germany .. ..	59,666	12.97	50,601	11.32
France .. ..	2,823	0.61	7,203	1.60
Mexico .. ..	323,667	70.37	234,425	52.45
Belgium .. ..	20,478	4.45	16,460	3.68
All other countries ..	833	0.19	49,272	11.05
Total .. ..	459,965	100.00	446,919	100.00

Besides the British Empire, import trade from which is alluded to elsewhere, the principal countries from which merchandise was imported into Galveston were Germany, France, Mexico, and Belgium.

Imports from Germany.

The imports from Germany in 1899 decreased from 59,666*l.* in 1898 to 50,601*l.* The principal of these were cement, 29,553*l.*; rice, 2,886*l.*; toys, 1,644*l.*; and sugar, 2,789*l.* Merchandise to the amount of 7,515*l.* was imported in transit to other United States districts.

Imports from France.

The imports from France increased from 2,823*l.* in 1898 to 7,203*l.* in 1899. The chief items were: wines, 2,168*l.*; preserved fish, 2,595*l.*; and preserved vegetables, 743*l.*

Imports from Mexico.

The principal item imported from Mexico was sisal grass, value 231,381*l.* in 1899, as against 320,787*l.* in 1898.

Imports from Belgium.

The imports from Belgium show a decrease, being 16,460*l.* in 1899, as against 20,478*l.* in 1898. They were 14,390*l.* cement and 983*l.* glass.

Coffee imports. Exports.

Coffee to the value of 37,309*l.* was imported from Brazil.

The most striking feature of the export trade of Galveston during 1899 was the decrease of trade with Great Britain, and the large gains made by Germany, France, the Netherlands, and Belgium.

\* Whilst the export trade to Great Britain decreased from 45.99 per cent. of the total of 1898 to 31.50 per cent. of that of 1899, German exports increased from 20.35 per cent. to 26.99 per cent., French from 16.79 per cent. to 19.34 per cent., Dutch from 5.79 per cent. to 8.79 per cent., and Belgian from 4.54 per cent. to 6.06 per cent. In fact, of the principal countries trading with Galveston, Great Britain was the only one that did not increase in value of exports. Standing of various countries.

The total value of the exports from the port of Galveston during 1899 amounted to 14,784,995*l.* as against 14,748,189*l.* in 1898, thus showing a slight increase. Total value of exports.

Cotton was, as usual, the leading article of export. The total amount shipped during the year being 1,504,779 bales, value 10,393,381*l.*, as compared with 1,956,229 bales, value 11,028,316*l.* Although there was a large decrease in quantity this was offset by higher prices. Cotton.

With the exception of cotton almost all the leading exports of the port increased in value and quantity during 1899. This was particularly the case with regard to the grain exports, whilst cotton-seed meal, flour, lumber, cotton seed-oil, and cattle also show largely increased values. Other exports.

Cotton-seed meal was exported to the amount of 253,815 tons, value 895,229*l.* during 1899, as against 229,085 tons value 863,388*l.* in 1898. Cotton-seed meal.

The exports of wheat increased some 50 per cent. during 1899, and were 15,073,674 bushels, value 2,119,499*l.*, as against 10,690,586 bushels, value 1,686,255*l.* in 1898. Wheat.

The exports of maize during 1899 also increased from 5,365,032 bushels, value 430,897*l.*, in 1898, to 6,946,840 bushels, value 497,865*l.* Maize.

Wheat flour to the amount of 140,930 barrels, value 101,744*l.*, was exported in 1899, as against 79,218 barrels, value 68,597*l.*, in 1898. Wheat flour.

The exports of cotton-seed oil showed considerable increase during 1899 and were 6,501,051 gallons, value 335,491*l.*, as against 5,372,124 gallons, value 357,129*l.* in 1898. Owing to cheaper prices there was a decrease in the total value. Cotton-seed oil.

The value of cattle exported increased from 55,810*l.* in 1898 to 166,660*l.* in 1899. Cattle.

Exports of lumber, staves, and logs were about the same in value as in 1898, whilst there was a small decrease in the exports of spelter. Other exports.

Turning to the export trade done by the various countries, and leaving out the British Empire, the export trade with which is dealt with elsewhere, that to Germany was the most important, and increased from 2,999,978*l.* in 1898 to 3,974,800*l.* in 1899. The chief items exported were cotton, value 2,539,464*l.*; cotton-seed meal and cake, value 551,100*l.*; wheat, value 650,641*l.*; maize, value 159,261*l.*; lumber, value 17,563*l.*; cotton-seed oil, value 10,068*l.*; and logs, value 8,690*l.* Exports to Germany.

The exports to France rose from 16.79 per cent. of the total (524) Exports to France.  
A 4

exports in 1898 to 19·34 per cent. in 1899, and were 2,844,976*l.*, as against 2,477,410*l.* in 1898. The principal items were cotton, value 2,620,536*l.*; wheat, value 59,895*l.*; maize, value 36,781*l.*; and cotton-seed oil, value 93,831*l.*

**Exports to  
Netherlands.**

The exports to the Netherlands during 1899 show an increase in value of nearly 50 per cent., and rose from 853,309*l.* in 1898 to 1,285,037*l.* The chief articles exported were cotton, value 231,251*l.*; cotton-seed meal and cake, value 120,419*l.*; wheat, value 695,172*l.*; maize, value 33,162*l.*; cotton-seed oil, value 168,810*l.*; and lumber, value 18,465*l.*

**Exports to  
Belgium.**

The exports to Belgium also show an increase, being 896,933*l.* in 1899, as compared with 668,430*l.* in 1898. The chief items were cotton, value 392,356*l.*; cotton-seed meal and cake, value 19,563*l.*; wheat, value 405,209*l.*; maize, value 17,596*l.*; wheat flour, value 13,737*l.*; and cotton seed oil, value 7,162*l.*

**Exports to  
Denmark.**

The total value of the exports to Denmark during 1899 was 278,660*l.*, as against 230,141*l.* in 1898. The chief articles were cotton, value 60,007*l.*; cotton-seed meal and cake, value 116,425*l.*; cotton-seed oil, value 11,864*l.*; and maize, value 76,805*l.*

**Exports to  
Cuba.**

The exports to Cuba, as predicted by me in my last report, show a surprising increase, being nearly three times those for 1898. They rose from 88,787*l.* in the latter year to 256,986*l.* in 1899. The principal items were flour, value 52,983*l.*; and cattle, value 166,660*l.*

**Exports to  
Italy.**

The exports to Italy fell off greatly during 1899, and were only 124,291*l.*, as against 323,999*l.* in 1898. The chief articles exported were cotton, value 86,382*l.*; and wheat, value 18,605*l.*

**Exports to  
Mexico.**

The exports to Mexico were in 1899 123,648*l.*, as against 128,974*l.* in 1898. The chief items were cotton, value 74,771*l.*; and cotton-seed oil, value 43,401*l.*

**Exports to  
other  
countries.  
Standing of  
the chief  
countries.**

Other exports worthy of notice during the year were cotton to Japan, value 207,213*l.*, and wheat to Austria, value 47,969*l.*

The following table gives the standing of the chief countries as regards the percentage of exports done by them during 1898-99, whilst a further table, giving the exports in detail is annexed:—

TABLE showing Percentage of Exports from Galveston, by Countries, during the Years 1898-99.

Country.	1898.		1899.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
United Kingdom and Colonies .. ..	6,781,317	45.09	4,741,874	32.07
Germany .. ..	2,999,978	20.35	3,974,800	26.88
France .. ..	2,477,410	16.79	2,844,976	19.24
Netherlands .. ..	853,309	5.79	1,285,037	8.69
Belgium .. ..	668,430	4.54	896,933	6.07
Denmark .. ..	230,141	1.53	278,660	1.89
Cuba .. ..	88,787	0.60	256,986	1.74
Japan .. ..	171,569	1.16	207,215	1.40
Italy .. ..	323,999	2.19	124,291	0.84
Mexico .. ..	128,974	0.87	123,648	0.84
All other countries ..	24,275	0.16	50,575	0.34
Total .. ..	14,748,189	100.00	14,784,995	100.00

As stated in the previous portion of this report, the imports at Galveston are very much out of proportion to the exports, and this statement applies to those from the British Empire as well as to those from other countries. British trade with Galveston. Import trade.

Whilst there is no doubt a fairly large consumption of British goods and manufactures in Galveston and Texas generally, yet the proportion finding its way here direct is, in reality, very small. Under present conditions it is hard to see how this direct import trade from the United Kingdom can be increased.

From inquiries which I have made I learn that the large importing syndicates of New York are enabled to sell to merchants here British manufactured goods at a cheaper price than they can obtain them by importing them direct in small quantities.

The turn-over, allowed by the large amount of capital invested in such syndicates, permits of goods being sent practically free of charge from New York to Galveston, and this does away largely with any inducement to import direct, notwithstanding the fact that nearly 100 vessels arrive here empty every year from the United Kingdom.

The day may come when an importing syndicate at Galveston will import largely direct, but at present and under existing conditions, it is almost hopeless to look for any great increase of direct importations from the United Kingdom.

I often receive letters and circulars from British firms with a view to starting business with some house in Texas. Whilst these all receive attention, the results do not, at present, show that business can be conducted profitably direct with this port as conditions now are.

The direct imports from the British Empire during 1899 increased from 52,498£ to 88,958£. Of this increase 46,000£ was Value of imports from the British Empire.

accounted for by larger imports of jute from British India. If we except this item there was, in reality, a falling-off in most of the other articles imported.

List of  
principal  
imports.

The following table gives the chief imports for 1898-99 from the British Empire:—

TABLE of Imports from the British Empire during the Years  
1898-99.

Articles.	Value.	
	1898.	1899.
	£	£
Salt* .. .. .	2,980	2,475
Jute and jute butts* .. .. .	14,025	60,103
Sheep dip* .. .. .	8,145	3,108
Chemicals and compounds .. .. .		316
Earthenware (plain and decorated crockery) ..	5,546	5,242
Flax, jute, and hemp (manufactures of) ..	5,820	6,795
Iron and steel (manufactures of) .. ..	1,768	344
Ale and porter .. .. .	1,938	1,898
All other articles .. .. .	5,670	7,267
Rice .. .. .	1,290	1,055
In transit to other United States' districts ..	5,316	355
Total .. .. .	52,498	88,958

\* Free of duty.

Value of  
exports to  
British  
Empire.  
Decrease in  
cotton.

The exports to the British Empire for 1899, although the most important in value of those to any country, show a decrease of about 30 per cent., being 4,741,874*l.*, as compared with 6,781,317*l.* in 1898. Nearly the whole of this decrease was in the amount of cotton taken. The Liverpool and Manchester markets have, up to now, imported this season some 500,000 bales of cotton less than in the season of 1898-99.

Breadstuffs.

The exports of breadstuffs to Great Britain fell off some 30,000*l.*, and there was no borax exported during 1899, as against some 60,000*l.* worth in 1898.

Cotton-seed  
oil and cake.  
Spelter.  
Table of  
principal  
articles  
exported.

Cotton-seed oil and cake increased 35,000*l.*, whilst the exports of spelter decreased 13,000*l.*

The following table sets forth in detail the values of various exports to Great Britain for 1898-99.

TABLE of Exports to the British Empire during the Years 1898-99.

Articles	Value.	
	1898.	1899.
	£	£
Cotton .. .. .	6,073,891	4,181,401
Cotton-seed oilcake and meal ..	84,146	69,075
Maize .. .. .	111,109	166,420
Wheat .. .. .	405,118	231,034
„ flour.. .. .	8,005	22,483
Lumber and staves .. .. .	6,182	4,810
Cotton-seed oil .. .. .	3,906	1,618
Logs .. .. .	881	613
Spelter .. .. .	65,571	52,281
Borax .. .. .	60,743	..
Sundries .. .. .	17,815	12,189
Total .. .. .	6,781,317	4,741,874

During 1899, in spite of a short cotton crop, the total volume of shipping entering and clearing at Galveston showed but slight decrease, as compared with 1898. This was owing chiefly to increased coastwise business, the foreign shipping decreasing materially.

According to the figures issued by the United States custom-house, 1,082,689 registered tons of shipping entered the port, as against 1,151,781 registered tons in 1898; whilst the registered tonnage cleared was 1,135,766, as against 1,080,724 in 1898.

The foreign shipping entered was 740,623 tons register, as against 837,960 tons in 1898, whilst that cleared was 797,104 tons register, as compared with 821,987 tons in 1898.

United States coastwise vessels increased in tonnage entered from 270,340 registered tons in 1898, to 340,066 tons in 1899; whilst there was also a large increase in tonnage cleared, viz., from 264,176 tons to 334,378.

The foreign vessels entered comprised 294 British, 41 Norwegian, 24 Spanish, 19 German, and 10 Danish.

A table is annexed showing details of the foreign shipping in 1899.

During 1899 there was a considerable decrease in British shipping. It was heavier, however, than in any year except 1898.

In 1899 there were 294 British vessels entered at Galveston, their combined registered tonnage being 575,506 tons, and their crews numbering 8,713 men, as against 372 vessels of 697,918 tons and 10,632 men in 1898.

The decrease in tonnage was about 12 per cent.

Only 42 vessels brought cargoes, and of these some 12 or 15 had cargoes in transit.

The number of vessels arriving direct from the United Kingdom or a British colony was 120, whilst 34 came from United States

ports, 27 from Italy, 24 from Portuguese colonies, 22 from Cuba, 20 from Brazil, 13 from Mexico, and 11 from Spain and colonies.

During 1899, 306 British vessels, registered tonnage 596,358 cleared from Galveston, as against 359, registered tonnage 674,535 in 1898.

The decline in British shipping cleared was not as heavy as in that entered.

Of these 306 vessels cleared, only 76 left for the United Kingdom, as against 122 last year. 93 cleared for Germany, 43 for Holland, 41 for France, 24 for Belgium, 9 for Cuba, 9 for Mexico, 8 for Denmark, and 1 each for Holland, Japan, and the United States of America.

Value of  
cargoes in  
British  
shipping.

The total value of the cargoes conveyed away in British vessels in 1899 was 11,466,641*l.*, as against 12,558,336*l.* in 1898, or a decrease of a little less than 9 per cent. This carrying trade represented 77 per cent. of the total value of exports from Galveston.

The following table shows the values of the cargoes shipped in British vessels in 1898 and 1899 to various countries. The decrease, as regards the United Kingdom, and the increased trade with Germany, France, Holland, and Belgium will be noticed.

Country.	Value.	
	1898.	1899.
	£	£
United Kingdom .. .. .	5,690,605	3,645,969
Germany .. .. .	2,682,407	3,006,412
France .. .. .	2,317,111	2,527,600
Holland .. .. .	875,331	1,106,164
Belgium .. .. .	415,746	821,886
Denmark .. .. .	90,226	124,152
Cuba .. .. .	13,079	81,472
Japan .. .. .	171,289	56,268
Italy .. .. .	323,520	53,818
Mexico .. .. .	21,460	48,400
United States of America (transit)	7,562	..
Total .. .. .	12,558,336	11,466,641

Chief exports  
in British  
vessels.

The following is a list of the principal exports in British vessels in 1899, as compared with 1898 :—

Articles.		Quantity.	
		1898.	1899.
Cotton .. ..	Bales.. ..	1,657,012	1,134,346
Cotton-seed meal .. ..	Sacks.. ..	3,466,849	2,695,491
" oilcake .. ..	" .. ..	205,464	191,410
Wheat .. ..	Bushels .. ..	9,645,865	12,848,897
Maize .. ..	" .. ..	4,390,944	5,422,699
Cotton-seed oil .. ..	Gallons .. ..	5,716,082	4,990,149
Spelter .. ..	Plates .. ..	114,304	76,745
Flour .. ..	Sacks.. ..	18,862	67,800

There was also a considerable amount of lumber, logs, staves, lead, copper matte, &c., taken away in British vessels.

For several years the quotations of freight rates for cotton <sup>Freight rates</sup> have been gradually changing from fractions of a penny per lb. on in 1899. uncompressed cotton, to cents per 100 lbs. for cotton already compressed, and this year nearly all quotations were made on the latter basis.

At the beginning of the year 1899, freights continued about the same as they closed in 1898, viz., 55 to 60 c. being paid for compressed cotton, and 20s. per ton for cotton-seed cake and meal, whilst grain was from 3s. 9d. to 4s. 6d. per quarter for the first two months of the year.

Rates fell, however, rapidly afterwards, in March being as low as 13s. per ton for cotton-seed cake and meal, and from 2s. 6d. down to 2s. per quarter for grain, and 27 to 30 c. per 100 lbs. for compressed cotton, at about which figures they continued, with an additional advance in grain to early September, some full cargoes of grain paying from 3s. 4½d. to 3s. 9d. in July, August, and September.

By the end of September cotton rates rose to from 43 to 48 c. per 100 lbs., this being also the ruling rate for October.

Cotton, being held back for an advance in price, caused an excess of tonnage, and rates did not improve during the remainder of the year.

There were but few cotton fires in 1899 at Galveston, and <sup>Cotton fires.</sup> those that did occur were unimportant. The port has made great strides in this respect during the last few years.

The question of desertions is always an important one to <sup>Desertions at</sup> masters of British vessels in United States ports. Whilst deser- <sup>Galveston.</sup> tions still continue to take place at Galveston, as I remarked in my report for 1898, p. 16, there has been considerable improvement since 1894.\*

During 1899 there were 186 desertions from British vessels at Galveston reported to the Consulate, or 2·1 per cent. of the total crews, as against nearly 2½ per cent. in 1898. Some 75 applications for arrest of deserters, &c., were made, and of these over 50 per cent. were successful.

\* No. 2210 Annual Series.



Public health.	Notwithstanding the fact that there was another outbreak of yellow fever in 1899 in New Orleans, the health of Galveston was not affected thereby owing to the stringent methods adopted by the State Health Authorities at the various frontiers.
Mortality at Galveston.	During 1899 the public health of Galveston was fairly good, the recorded mortality being 13.26 per thousand. There were a good many cases of typhoid fever owing to a very long and hot summer. A few cases of small-pox and one of yellow fever were recorded, but in neither case did the disease spread. There was also an outbreak of scarlet fever during the summer, but of a mild nature, with few fatalities.
Immigration at Galveston.	The number of immigrants entering Galveston in 1899 was about 1,500, chiefly Bohemians, Slavs, Hungarians, and Germans, arriving here by the vessels of the North German Lloyd Company. I would refer intending immigrants from Great Britain to my remarks on this subject, as given on p. 17 of my report for 1898.*
Railways. New lines in Texas.	There were but 90 miles of new line laid in Texas during 1899, railway building being almost at a standstill during the year.
Southern Pacific improvements at Galveston.	As regards Galveston, the chief matter of importance was the commencement of the improvements contemplated by the Southern Pacific Company on the land recently acquired by them here. The work has steadily progressed, and it is expected that the docks, warehouses, etc., will be ready for use before the close of 1900. The Southern Pacific Company now either owns, controls, or has right of way over the following lines into this port, viz., the Galveston and La Porte; the Galveston, Harrisburg, and San Antonio; the Aransas Pass; the Texas and New Orleans; the Houston and Texas Central, and probably the Houston East and West Texas. The business of all these lines, as well as of the Southern Pacific Company proper, will be concentrated at this port, and should add largely to the trade of Galveston.
Cotton. United States crop of 1898-99.	The cotton crop of the United States for the year ended August 31, 1899, amounted, according to the statement issued by the New Orleans Cotton Exchange, to 11,274,840 bales, or an increase of 74,846 bales over that of 1897-98. The value of the crop was estimated at 282,772,987 dol., as compared with 320,552,606 dol. in 1897-98.
Increase in Texas.	The largest increase of this immense crop was shown in Texas, where no less than 480,000 bales over the crop of 1897-98 were marketed. The group known as other Gulf States showed a decrease of 414,000 bales, and the Atlantic States one of 9,000 bales.
Unsatisfactory season.	On the whole the season of 1898-99 was very unsatisfactory. The weather during the time for gathering was the worst known for years, and the result was that much cotton was destroyed. There was further a great deal of trashy and low

\* No. 2210 Annual Series.

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DIPLOMATIC AND CONSULAR REPORTS.

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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE OF CHARLESTON AND DISTRICT.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2220.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
APRIL, 1900.*

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*Report on the Trade of Charleston and District for the Year 1899*

By MR. CONSUL DE CÔETLOGON.

(Received at Foreign Office, March 15, 1900.)

The past commercial year, in several leading branches of General trade, has been very unfavourable for Charleston, and it will be seen from the following pages that there was a material decline in the volume of cotton receipts, naval stores, and foreign shipping trade. General remarks.

This state of affairs, however, was partly offset by increased prices for these commodities, cotton advancing over 2 c. per lb., and spirits of turpentine rising to nearly 50 c. per gallon, or about double its value a year ago. Trade conditions.

Foreign shipping business, which at this port is, to a great extent, dependent on cotton, fared badly, and the arrivals of vessels flying the British flag during the year numbered only 58, as compared with 65 for the year before. Of last year's arrivals, 31 British vessels left the port empty, going elsewhere for cargoes. A number of these vessels were chartered to load cotton here last autumn, but they found it impossible to get cargoes, owing to the inability of charterers to secure freights for them, much cotton having been withdrawn from market, or held back by shippers, on account of the unusual advance in prices which took place in October. The difficulties of the situation were also increased by the heavy purchasing of cotton, by the Carolina and other southern cotton mills, during the latter part of the year.

The result of suddenly enhanced values, so beneficial to cotton producers and the State generally, proved in some instances most unfortunate alike to charterers and shipowners, who were confronted, not only with difficulty in getting cargoes, but also of securing demurrage claims when cargoes could not be furnished. Rival cotton ports also experienced similarly unfavourable conditions, as the causes were general and not local in character.

In naval stores the decreased trade shown at this port, which has been steadily diminishing for the last few years, is caused principally by the partial exhaustion of the pine-trees and other Naval stores decreased.

natural causes in the section of country tributary to this port. For this reason the decline in this branch of trade is likely to continue.

Phosphate,  
&c., improved  
trade.

There was a marked improvement in the phosphate, fertiliser, and lumber trades for last year, both as to increased business and better prices; but in respect to amount of rock produced, South Carolina now takes the second place, Florida having become the largest phosphate shipping State in this country. In the matter of prices, however, these industries have shared in the general increase in values which has taken place throughout the United States.

Prices  
higher.

Prices for phosphate fertilisers last year advanced from 1 dol. 50 c. to 2 dol. 50 c. per ton, which is said to be the first increase for 20 years, as these goods, with a growing demand and increased competition, have steadily declined in value year by year until now. The present advance is partly attributable to shortage in the supply, the growing requirements of the country and the increased demand from Europe for American high-grade rock.

North  
Carolina-  
Tennessee  
phosphate.  
New  
features.

Tennessee has also now become prominent as a phosphate-producing State, and North Carolina also gives promise of future growth in this direction.

Among last year's new industrial features were small shipments of phosphate to China and Japan. The quantities so far are only about a few hundred tons but they indicate the opening of a new trade channel, which might grow to more importance hereafter. There is now an impression prevailing that the Chinese are beginning to learn the value of fertilisers from their countrymen in the United States, some of whom have been very successful in growing early market vegetables, &c.

Japan  
cargoes.

It may also be mentioned that the first two clearances from ports in this Consular district of vessels bound direct to Japan occurred from Savannah recently in the British steamers "St. Kilda" and "Winchester," which took cargoes of cotton, pig-iron, and steel rails to Kobe and Yokassen, Japan, respectively.

Cotton manu-  
facturing.

Cotton manufacturing in the Carolina and Georgia mills makes an excellent showing for last year. This is now a well-established and most important industry, and appears to be steadily growing. The quantity of raw cotton required by the southern mills annually has now become a serious factor in the cotton trade, affecting as it does both the prices of this product and reducing the amount available for filling contracts made with foreign buyers.

Lumber,  
improvement.

The amount of Charleston's lumber trade during the last four months of the past year was more than double that for the corresponding time of the previous year; prices also were good and well maintained up to the last day of 1899, with good prospects in this business for the new year.

Fuller details with respect to the different branches of trade in Charleston district are given herewith, to which are also appended the different Vice-Consular reports.

During the commercial year ending August 31, 1899, Charleston received 369,663 bales of up-land and 5,632 bales of sea island cotton, in comparison with 462,408 bales of up-land and 10,201 bales of sea island received during the previous year. The continued rains of last summer reduced to a considerable extent the crop produced in this section, the yield also being somewhat unfavourably affected by the drought that prevailed last August. The highest prices paid for cotton last year were 6 c. a lb., and the lowest figures 4½ c., but by the end of August, however, the market showed a good demand, and fair prices were brought for this staple.

The comparative exports of up-land cotton from Charleston from September 1, 1898, to August 31, 1899, and for the same period during the previous year of 1897-98, were as follows:—

EXPORTS, FOREIGN.

Exported to—	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
Great Britain .. ..	78,922	77,658
Continental ports .. ..	156,138	235,155
Total foreign .. ..	230,060	312,813

EXPORTS, COASTWISE.

Exported to—	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
New York .. ..	65,753	43,778
Boston .. ..	66,898	95,379
Other places, by rail .. ..	..	200
Total coastwise .. ..	132,651	144,857

GRAND TOTAL.

	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
Grand total, foreign and coast-wise .. ..	362,711	457,170

The quantity of cotton taken by the Charleston City mills during the year was 1,308 bales, leaving a stock remaining on hand on August 31, 1899, of 8,040 bales.

Carolina sea island cotton opened late in October with sales at 18 c. per lb. for medium fine grades, while as high as 40 to 50 c. were paid for extra fine qualities. The price for medium was practically unchanged during the remainder of the season, although there was some decline in the quotations for higher grade crops. There were large sales of slightly discoloured sea islands at prices ranging from 12½ c. to 13½ c. per lb.

**Receipts, &c.** Receipts and exports of South Carolina, Georgia and Florida sea island cotton at Charleston, during the year ending August 31, 1899, as compared with the previous season were as follows :—

RECEIPTS.

	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
Receipts from islands .. ..	5,589	10,164
Texas .. .. .	6	10
Stock on hand, Sept. 1, 1898 ..	1,229	927
Total .. ..	6,824	11,101

**Exports.** Comparative exports from Charleston during the year ending August 31, 1899, and for the year before, were as follows :—

EXPORTS, FOREIGN.

Exports to—	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
Liverpool .. .. .	3,923	6,968
Havre .. .. .	1,000	1,878
Bremen and Continent .. ..	32	64
Total foreign .. ..	4,955	7,410

EXPORTS, COASTWISE.

Exports to—	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
New York .. .. .	1,619	2,462

GRAND TOTAL

	Quantity.	
	1898-99.	1897-98.
	Bales.	Bales.
Grand total, foreign and coastwise .. .. .	6,574	9,872

The total crop of sea island cotton during the year ending Total August 31, 1899, and for the previous year was for South Carolina product. 5,632 and 10,201 bales respectively, for Georgia and Florida 61,964 and 66,572 bales respectively.

There were no Georgia and Florida sea islands cotton received at Charleston last year, the product of those States having gone to Savannah, 53,408 bales; to Jacksonville, 3,922 bales; and to Brunswick, Georgia, 4,624 bales.

The following figures show the receipts and exports of up-land and sea island cotton at this port from September 1, 1899, to December 31, 1899, which period includes the first four months of the cotton year. The receipts of up-lands for the four months above mentioned were 160,273 bales, compared with 305,925 bales for the same period of the previous year. The Receipts and exports for the last four months of the past year were 142,096 exports. bales, in comparison with 264,307 bales for the corresponding period of the year before; the stock remaining on hand and on shipboard on December 31, 1899, being 26,555 bales compared with 44,014 bales on the same date of the previous year.

The total receipts of sea islands cotton from September 1 to Sea islands. December 31, 1899, were 6,375 bales, as compared with 4,497 bales for the corresponding time of the previous year.

The exports for the same time last year were 3,677 bales, Receipts and compared with 2,056 bales for the year before. Of last year's exports. exports of sea islands cotton Great Britain took 1,795 bales, the remainder going coastwise to New York.

From the Annual Report of the State Phosphate Inspector Phosphates for the year 1899, it appears that the general condition of and the phosphate industry in South Carolina is now in better condition than it has been for several years. There has been a considerable increase in the demand for rock and this has stimulated miners, resulting in larger royalties being paid to the State than fertilisers. for several preceding years; the increase in last season's royalties amounted to 15,520 dol. 26 c.

There was also a marked advance in prices for dried rock, 3 dol. 38 c. being paid per ton delivered free on board vessels. It is only when the net price exceeds 3 dol. per ton that the State is entitled to collect an additional royalty above 25 c. per ton as fixed by law; the additional royalty being one half of the amount



received above 3 dol. per ton, free on board, and as a consequence each shipment has to be closely followed from the time the contract of sale is made until the account of sales is returned.

**Year's operations.** The total number of tons mined during the year ending December 31, 1899, was 121,073, in comparison with 99,315 for the year 1898, an increase for last season of 21,758 tons.

The number of tons of rock shipped last year was 134,094, as compared with 94,008 during the year 1898, an increase for the past year of 40,086 tons. The shipments of phosphate rock from South Carolina to foreign countries last year were 94,921 tons compared with 64,174 during the previous year, an increase of 30,747 tons.

**Royalties.** The royalties due to the State and collected during the fiscal year ending December 31, 1899, amounted to 34,928 dol. 69 c., as compared with 23,522 dol. 64 c. for the previous year, showing an increase in last year's royalties of 11,406 dol. 5 c. The above mentioned royalties were paid to the State last year by the following named phosphate mining companies in the order and for the quantities named:—

Name of Company.						Quantity.
						Tons.
Coosaw	..	..	..	..	..	64,231
Empire	..	..	..	..	..	4,634
Central	..	..	..	..	..	34,662
Beaufort	..	..	..	..	..	29,448
Stono	..	..	..	..	..	1,124

The authorities of the State of South Carolina appear to be much impressed with the duty now incumbent upon them of giving their especial care to the development of and protection to the phosphate deposits of the State. A large syndicate of capitalists, known as the Virginia-Carolina Company, have been buying up most of the fertiliser factories of this and other States, and the indications seem to be that a large phosphate trust will eventually be formed somewhat similar to the Standard Oil Trust now controlling the oil business of the country. It is reported that the above-mentioned phosphate syndicate has already bought up some of the land deposits, and also purchased one of the companies now mining in the navigable waters of the State under license granted by the Legislature.

**Charleston shipments.** Shipments of phosphate rock from the port of Charleston during the year ending September 1, 1899, were 110,945 tons, compared with 92,691 tons shipped the year before. Of last year's shipments only 1,550 tons went abroad, the remainder going to American coastwise ports, mostly Baltimore, Richmond, New York, Boston, and Philadelphia.

**Florida rock.** Florida has now changed places with South Carolina as the principal factor in the production of the world's supply of phosphate. Germany has now become America's best customer, and

Holland is also a good one for the phosphate output. Large sums have been expended in fitting up as exporting points, for Florida and Tennessee rock, the following named places; Fernandina, Tampa, Punta Gorda, Key West and Pensacola in Florida, and Brunswick and Savannah in Georgia, which places have all felt the benefit of this trade; the past year having been a good one in the phosphate industry.

The total shipments of Florida rock during the year ending August 31, 1899, were 776,176 tons, of which 615,953 tons went to foreign countries and the remainder to domestic ports and places by rail in the United States. Of the foreign shipments, Savannah handled 68,220 tons and Brunswick 71,494 tons, the rest going from the Florida ports already mentioned, but principally from Fernandina which exported 244,690 tons.

Tennessee phosphate mining had its period of depression, in Tennessee common with the industry elsewhere, but with improved general phosphates trade conditions activity was renewed in this industry. The fertiliser manufacturers bought mines, and lands were sought by rock miners for further operations, and speculation became active. Land that was quoted at from 25 dol. to 50 dol. per acre in the year 1898 was sold in many places last year at from 75 dol. to 100 dol. per acre.

Tennessee has many grades of phosphate rock, and prices vary both as regards quality and the relative convenience of mines to railway and water facilities for reaching shipping ports for foreign export. The three principal varieties of rock now mined are black nodular phosphate, white bedded phosphate, and white breccia phosphate.

Three years ago Tennessee rock was worth 1 dol. 25 c. to 1 dol. 45 c. per ton, and the annual product was 142,225 tons, while during the past year it is estimated that 500,000 tons were mined at prices from 3 dol. 50 c. to 4 dol. per ton. Last year's phosphate business of this State was nearly double that of the previous year, when the total shipments were 272,191 tons, as compared with the estimate of 500,000 tons for last year. Increased output.

The extent of the phosphate mining industry in North Carolina is still comparatively small, the reports for last year showing that only 13,750 tons were mined, in comparison with 12,500 tons for the year before. It is expected, however, that this industry will increase considerably in the future, when shipments to outside places may be made, and the business perhaps become more important than it is at present. North Carolina phosphates.

From a recapitulation of the foregoing figures it will be seen that the total amount of the phosphate rock industry of this district during the year ending September 1, 1899, was 1,382,473 tons, of which Florida is credited with 776,170 tons; South Carolina, 481,076 tons; Tennessee, 111,477 tons; and North Carolina, 13,750 tons.

The business done in fertilisers during the season ending September 1, 1899, was not so large in the number of tons Fertilisers.

manufactured and sold as in the previous year, yet in other directions the transactions have been larger and more far-reaching at this place, and also caused marked changes in several other States, as, for instance, the Virginia and Carolina Chemical Company in the Southern States, and the American Agricultural Chemical Company in the north and east, which concerns absorbed, by purchase, many of the fertiliser companies during the past year. The Virginia Chemical Company also acquired a considerable number of valuable works, fully equipped with the latest improvements for economical work. Both organisations have bought phosphate lands in South Carolina, Tennessee, and Florida. One result of the consolidation of large and highly organised capital in this way, it is thought, will be to stimulate and promote the shipment of fertilisers having phosphate rock as a basis. The crude rock of the Carolinas, Florida, and Tennessee has already found its way to nearly every part of this continent, and there seems to be no good reason why the same article, in its manufactured form, should not eventually do the same. During the last two or three months of the past year there was a general advance in the prices of nearly all staple commodities and most articles used in the manufacture of fertilisers, the cost of which at the end of the year is 1 dol. 50 c. to 2 dol. above last season's prices.

It is feared that the tendency of farmers to use fertilisers largely in planting the coming cotton crop, on account of the present high prices of cotton, may be checked by a shortage in the supply, which may be seriously felt. Last summer many of the Georgia mills were shut down owing to unsatisfactory business the previous season, or to make necessary repairs or improvements to machinery. In addition there was an unusually heavy demand from Tennessee and Kentucky for grain fertilisers, the North Georgia factories having disposed of a large part of their output in that direction. There is also a heavy demand for grain fertilisers in the Western States, and the factories in Virginia and the north are selling practically their whole product to western buyers and local truck growers. North Carolina is also sending large quantities of fertilisers to the west, and deficiencies in that State will have to be supplied from South Carolina.

Increased  
cost of  
production.

Nearly everything that enters into the manufacture of fertilisers is now from 50 to 100 per cent. higher than a year ago—such as phosphate rock, sulphuric acid, &c.—but it is claimed by the manufacturers that the advance in prices is more than offset by the increased cost of raw material used in production.

Shipments.

Shipments of fertilisers from this port during the year ending September 1, 1899, amounted to 332,912 tons, compared with 437,138 tons the previous year, a decrease of 104,226 tons. The shipments from Port Royal and Savannah during the same periods also were as follows:—From Port Royal, 34,500 tons last year, and 36,000 tons the year before; and from Savannah, 90,000 tons last season, and 110,000 tons the previous one.

Chemicals.

The imports of chemicals at Charleston, used in the manufacture of fertilisers, during the year ending September 1, 1899, were as follows:—



tember 1 were 43,853,302 feet, compared with 54,296,940 feet for previous year, a decline of 10,443,638 feet. Of last year's shipments only 749,090 feet went abroad, the rest—53,547,850 feet—going coastwise to American ports, mostly New York, Philadelphia, and Baltimore.

**Increase.** The exports from September 1 to December 31, 1899, were, altogether, 16,369,052 feet, as compared with 7,349,266 feet during the same period in 1898, showing the gratifying increase of 9,019,786 feet. Of the total shipments, 1,320,000 feet were exported to foreign countries, including 30,000 feet to Great Britain, 690,000 feet to the West Indies, and 600,000 feet to other countries, while the remainder went to coastwise American ports.

**Prices.** At the end of December last the demand for all grades of lumber was excellent, with prices generally well sustained at the following quotations: marketable city-sawed lumber, 12 to 14 dol per 1,000 feet for square and sound railway qualities; 9 to 13 dol. for ordinary railway lumber; 8 to 11 dol. for raft timber; 4 dol. 50 c. to 6 dol. 50 c. for dock timber; and 4 to 7 dol. per 1,000 for shingles.

**Rice.** The rice harvest started between August 25 and 30, 1899, on the Combahee, Pon Pon, and Ashepeco Rivers, in South Carolina. For the first few days the weather was very favourable, and some planters expected to start their threshers by the 28th of that month, but heavy and continuous rains set in, and the rice, having become thoroughly wet, required a few days of dry, bright weather before threshing operations could be started. Shipments from the plantations were accordingly delayed until well on into September.

The West Indian hurricane which passed up the coast about the middle of last August, and did so much damage elsewhere, proved to have done very little damage over the Charleston rice section, the worst fury of the storm having been some miles out to sea on its passage northward along this part of the coast.

**Crop conditions.** The expenses connected with the cultivation of rice, always great, had been much lighter than usual until the stormy season in August, which caused considerable outlay for repairs to broken banks, &c., by those interested in rice culture, besides impairing, some to extent, the quality of much of the grain.

**Receipts.** During the season of 1898-99 the receipts of rough rice at the South Carolina mills were 881,742 bushels, compared with 976,084 bushels for the year before, a falling-off last season of 94,342 bushels in the receipts of rough (unmilled) rice.

The relative importance of the Carolina crop is apparent from the following figures as to the product elsewhere in the rice producing sections of this country. The total rice crop for the Atlantic coast last year was 1,071,742 bushels, and for the preceding year 1,401,084 bushels. The Louisiana rice crop for the past season of 1898-99 was 5,400,000 bushels, as compared with 3,511,980 bushels for the year before, making the entire rice crop

of the United States last year 6,471,742 bushels, in comparison with 4,913,064 bushels for the preceding year.

The total crop of South Carolina milled rice last season was 72,046 barrels, averaging 300 lbs. each, compared with 88,735 barrels for the year before, a decline last season of 16,689 barrels. Milled rice.

Of last year's South Carolina rice crop, 43,282 barrels were milled at Charleston, and 28,764 barrels at Georgetown. The Georgia rice crop was 11,200 barrels last year, milled at Savannah, compared with 31,818 barrels for the previous year. The North Carolina crop was 8,000 barrels, milled last year at Wilmington, Washington, and Newbern, compared with 6,500 barrels the year before.

The Louisiana milled crop was 359,535 barrels last year, in comparison with 292,665 barrels for the year before.

There were no foreign exports of rice from Charleston last year, the shipments to ports and places in this country for the year ending September 1, 1899, were 40,466 barrels, in comparison with 58,774 barrels for the previous year, showing a decline last season of 18,308 barrels. The total city consumption last year was 13,436 barrels, compared with 15,952 barrels for the preceding year. Exports.

The following figures indicate the amount of rice trade at Charleston from September 1 to December 31, 1899. Receipts during this period were, for last year, 27,825 barrels, compared with 23,402 barrels for the corresponding four months of the year before. The exports during the same time were, for last year, 13,170 barrels, compared with 13,784 barrels for the year before; and the stock remaining on hand December 31, 1899, was 11,455 barrels, in comparison with 7,094 barrels the year before. The closing prices at the end of the past year were 4 c. to 4½ c. per lb. for good, and 4½ c. to 4¾ c. per lb. for prime rice, with a firm tone to the market and fair sales on the closing of the year. Closing prices.

The total number of vessels arriving at this port, of all nationalities, during the year 1899, was 739, with a total tonnage of 950,563 tons, as compared with the previous year's arrivals of 784 vessels of 923,069 tons, showing a falling-off in last year's arrivals of 45 vessels, but an increase in the tonnage of 27,494 tons. Shipping and navigation.

Of last year's arrivals there were—

Nationality.	Number of Vessels.	Tons.
American .. .. .	649	842,670
British .. .. .	58	58,718
German .. .. .	11	16,825
Norwegian .. .. .	17	6,596
Austrian .. .. .	2	2,910
Spanish .. .. .	1	1,984
Danish .. .. .	1	610

During the year 1898 there were 65 British vessels arriving here with a tonnage of 94,629 tons, showing a decline of seven vessels and 35,911 tons during last year; the average tonnage last year being about 1,200 tons per vessel, compared with 1,600 tons during 1898.

**Freights.**

Freights were very low during the first few months of last year, but advanced later on owing to the great loss of vessels by severe storms and the growing wants of the country. By the beginning of last September coastwise lumber rates showed a strong upward tendency, and quotations were 5 dol. 87½ c. per 1,000 feet to New York. Phosphate rock was 2 dol. 35 c. per ton from Ashley River to Baltimore; and railway ties (sleepers) were 14 c. each from Charleston to New York. At the end of December last the ruling coastwise freight rates were firm at slightly lower figures than the above, and foreign freight rates at the close of the year were as follows:—Cotton, direct to Liverpool, 40 c. per 100 lbs.; Bremen, 40 c.; Barcelona, 52 c., and Manchester, 40 c.

**Exchange rates.**

Exchange rates were quoted at 4 dol. 79½ c. for documentary, and 4 dol. 80 c. for commercial bills on England, and 5 dol. 27 c. for bills on France; while domestic exchange was buying at one-tenth of one per cent. discount and selling at the same fraction premium above par.

**Cotton manufacture.**

Cotton manufacturing in the Southern States is steadily growing in importance, most of the mills, South, being situated within this Consular district, in the States of South Carolina, North Carolina, and Georgia. The Southern mills at this time have 5,000,000 spindles in operation, as compared with 13,000,000 in the New England States of the North. It is not likely, however, that the Northern mills will be materially increased, while it is estimated by the best authorities that, from this time on, the Southern spindles will increase at the rate of 2,000,000 annually, and as the United States can produce only 2,500,000 spindles a year, it is probable that the Southern mills, next year, will absorb almost the entire output.

As yet the finer grades of cotton cloths are made in New England and Great Britain, the South having, heretofore, manufactured only the coarser grades.

The Southern mills, however, are now beginning to turn their attention to this matter, and it is probably only a question of time when they will be seriously competing with the makers of the finer fabrics.

**Foreign markets.**

It seems beyond doubt that this country must in future depend largely on the Far East for a market for its surplus manufactured cotton products. Even now a very large amount of cotton goods made in Southern mills is shipped to China, Japan, and other Eastern countries, and there seems reasonable ground for the statement that before many years the bulk of the cotton grown in America may be manufactured in the States where it is produced. It is estimated that there are 46,000,000 spindles now engaged in cotton manufacture in Great Britain, as com-

pared with, say, 20,000,000 spindles in this country. Should, therefore, the English mills remain stationary, the two countries would in the course of 10 or 12 years be about equal in their facilities for cotton manufacture, if we assume, as already stated, that the number of American spindles will increase at the rate of 2,000,000 annually during that period. There appear to be no apprehensions by manufacturers of an over-production, as they seem to confidently calculate on a proper development of market opportunities now presenting themselves in the Far East.

South Carolina is rapidly taking a prominent position as a cotton manufacturing State, as reports from official sources show that during last year there were 26 new cotton mills chartered, with a capital of 5,650,000 dol.; 16 mills before established also increased their capital by several million dollars, making the total aggregate capital put into cotton manufacturing during the past year 9,079,000 dol.

Other Southern States have also had good records, carefully prepared statistics showing that there are now invested in Southern cotton mills 125,000,000 dol. (about 25,000,000%), and that these mills yearly consume about 1,400,000 bales of cotton, nearly one-sixth of this year's cotton crop, and it is predicted that in four years' time half the American cotton crop will be consumed by Southern mills.

The following is a list of cotton mills in operation in the South, with the number of spindles and looms, and the names of the States in which they are situated :—

States.	Number of—		
	Mills.	Spindles.	Looms.
Virginia .. ..	11	137,803	4,506
North Carolina .. ..	168	1,003,268	22,178
South Carolina .. ..	75	1,285,328	35,271
Georgia .. ..	67	696,394	17,143
Alabama .. ..	37	353,052	7,658
Mississippi .. ..	7	66,432	1,972
Louisiana .. ..	4	58,272	1,534
Texas .. ..	5	35,160	1,062

Some interesting facts relative to the experimental tea gardens at Pinehurst, near the town of Summerville, South Carolina, have recently been brought to public attention by a report on the subject prepared by Dr. Charles U. Shepard, Special Agent of the United States Government in charge of Tea Culture Investigation.

The Summerville experiments on the growth and manufacture of tea began about 10 years ago, and have been alluded to on several occasions in these reports. At the beginning they were wisely conducted on a small scale, but have been gradually increased until now over 50 acres have been planted in tea.

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It is expected that when the plants arrive at full bearing, the yield should be at least 10,000 lbs. of high grade tea annually, and this it is supposed will suffice to show conclusively whether tea may be profitably grown here under existing local conditions of climate, soil, &c. The problem of providing cheap labour for gathering the leaf was solved by training a band of steady, nimble-fingered negro children, who were specially taught to pick tea.

The South Fraser tea garden, containing a little over 2 acres, makes a remarkable showing so far. The bushes were raised from seed planted in 1892 procured from a celebrated garden near Hangchow, called Loong Tsin, meaning Dragon's Pool. This tea is not exported from China, as it costs 1 dol. 60 c. per lb. at Hangchow. The Fraser Garden, at Summerville, is in a very thrifty condition, the unsuccessful plants amounting to about 4 per cent. only, and visitors acquainted with Oriental gardens have expressed surprise at its luxuriant and uniform growth, comparing favourably with similar gardens in the East. The bushes are thick, somewhat low in growth and globular in form, the leaf, as a rule, being rather small and quite tender, and is adapted for the manufacture of either green or black tea, although tea experts consider the latter the better of the two. The soil of this garden is a clay loam, with a stiff clay subsoil; it has been heavily enriched every spring with a high-grade fertiliser at the rate of 600 lbs. to the acre, and the yield of dry tea was as follows:—

Year.						Quantity.
						Lbs.
1894..	..	..	..	..	..	83
1895..	..	..	..	..	..	185
1896..	..	..	..	..	..	215
1897..	..	..	..	..	..	247
1898..	..	..	..	..	..	307
1899 (approximate)	..	..	..	..	..	500

This is considered a good return, as few gardens in China yield over 200 lbs. to the acre, and it is yet to be determined to what further extent the output of the Fraser Garden may grow.

Crop of  
1898.

The 1898 crop of tea produced at the gardens near Summerville amounted to 3,000 lbs., and was sold at a profit of about 25 per cent. The black tea produced there has a distinctly characteristic flavour, and like some of the choicer Oriental teas, its liquor has more strength than its colour indicates. These qualities render its introduction slow, as it is always difficult to change the taste of tea consumers, as was notably the case when Ceylon tea was introduced into England.

Cold  
weather,  
severe.

The severe cold weather of last winter appears to have conclusively tested the feasibility of successful tea culture in South

Carolina, so far as climatic conditions are concerned. On February 14, 1899, the temperature at Summerville fell to half a degree below zero, Fahr., the lowest recorded there in the past 150 years. The ordeal was an extraordinary one for the plants to undergo, but, fortunately, it occurred when the ground was covered with 5 inches of snow. Observations made afterwards showed that plants in the most exposed situations suffered least damage, having, it seems, been brought by the previous cold weather into such a state of hibernation as enabled them to withstand the extreme cold better than those in more sheltered places and of more luxuriant growth, which suffered greatly in all parts above the snow level; this necessitating a rigorous pruning back to within a few inches of the ground of all bushes in the most productive gardens.

The unusually cold weather, however, did not materially diminish the crop for 1899, as a comparison of the yield of dry tea for the last two seasons shows, in its final results, a diminished leaf production in the early part of the last plucking season, with a gradually increasing yield thereafter, until, by the end of August, the crop exceeded that of the previous year by about 25 per cent. The percentage of plants apparently injured was small, and of those killed outright still smaller.

There seems to be a larger demand in this country for green than for black tea, and at present a large amount of artificially prepared green tea is understood to be consumed. It is said to be made of a cheap tea-leaf highly coloured with Prussian blue, and faced with powdered soap-stone, &c., in order to conceal its natural defects, and it can be neither healthful nor nutritious. But as the demand indicates a decided preference for green qualities on the part of the public taste—that is, teas not oxidised—it should apparently stimulate the effort to supply a pure and wholesome article of this type. Unfortunately, however, green teas as yet can only be made by hand, and owing to the greater cheapness of Oriental labour and the use of lower and medium grades, successful competition by American manufacturers seems to be almost impossible.

With black tea, however, the case is different, as it can be made by machinery at almost every step from the delivery of the leaf at the factory until the finished product is ready for market.

The production in this country is necessarily dear, owing to **Labour.** the comparatively high price of labour, and this difficulty must be met by greater field productiveness, substitution of machinery for hand labour in the factory, and by the cultivation and manufacture of those qualities of tea which, from inherent chemical causes, cannot be transported from the Orient without losing their delicacy of flavour. One essential factor necessary with reference to greater productiveness is an abundance of the richest plant food, either natural or artificial; at the Somerville gardens the cost of enrichment by commercial manures amounting to  $4\frac{1}{2}$  c. per lb. of the dry tea from the older field. It is believed, however, that this cost can be reduced to about 2 c. per lb. of dry tea,

produced in a crop of 300 lbs. to the acre, and it may be possible to obviate altogether the item of manuring, at least for several years, by the selection of suitable situations for the plants on lands that are naturally very fertile, thus saving several cents per lb. in the cost of production.

It may also be possible to materially increase the productivity of the tea gardens by judicious irrigation, as the summer and annual rainfalls at Charleston (22 miles from Summerville), in comparison with several prominent Oriental tea-growing districts, shows that the latter receive not only a larger annual rainfall, but the proportion that falls during the tea-growing period, from May to September, is also decidedly greater than at Charleston.

New tea  
gardens.

The work of establishing new gardens at Summerville, for purely experimental purposes, has progressed steadily under the direction and with the pecuniary assistance of the United States Department of Agriculture. Lands have been cleared of their original dense forest growths; they have also been partly levelled, thoroughly grubbed, and treated with burnt marl in order to remove any sourness; and preliminary steps have been taken to provide irrigation and subsoil drainage. The land is also to be deeply ploughed, and after the rainy season has commenced will be planted with seedlings, of which many thousands are now in the nurseries.

Undertaking  
expensive.

The undertaking is necessarily expensive owing to present surrounding conditions, but in view of its prime importance it is hoped that the cost will be amply repaid by results. There are many acres of land in this part of the Southern States capable of irrigation, which can be utilised for this new industry provided the present efforts prove satisfactory.

Up to this time the experience gained at the South Carolina gardens indicates that moist, well-drained land is best adapted for tea culture, but the questions as to how much increase in crop production can be obtained by artificial irrigation and how much water should be applied, remains as yet to be seen.

Qualities.

The greater part of the teas imported from China and Japan cost less than 15 c. per lb. at the port of shipment, whereas the best Oriental grades are worth from 5 dol. to 50 dol. per lb. in the above-named countries. These very expensive grades, however, are dried at low temperatures in order to preserve those volatile principles that give them delicacy and flavour. They do not retain their finest qualities for any length of time, and cannot, for this reason be advantageously shipped abroad, and herein may be found the most profitable field for tea experiment in this country, as there can be no competition from abroad in the higher grades, if it can be demonstrated that their successful cultivation here is possible. It has been suggested that probably the best chance for success in this direction will perhaps lie in the development of selections of long Pekoe tips for the manufacture of Mandarin tea, such as is made in China.

SAVANNAH.

During the last commercial year, ending August 31, 1899, Savannah, Savannah's total trade in round numbers amounted to total trade. 158,950,000 dol., in comparison with 135,800,000 dol. for the previous year, showing a gain for last season of 23,150,000 dol.

Although, taken as a whole, the trade of the port shows a gratifying increase, there was, nevertheless a considerable falling-off in the receipts of cotton, naval stores, and in the number of British vessels taking cargoes here.

The decrease in the amount of these commodities, however, was fortunately more than made up by the marked advance in prices which took place, cotton having risen over 2 c. per lb., spirits of turpentine doubling in value, and resin also ruling at a substantial improvement with quotations firm as the year closed, and the market showing an advancing tendency in these and nearly all other departments of trade.

Savannah's cotton receipts for the year ending August 31, Cotton 1899, were 1,101,454 bales, a decrease of 92,418 bales compared receipts, with the previous year, the result, not of local but of general decreased. conditions, prevailing throughout this and adjoining States, the principal causes being high prices and unusual demands for raw cotton on the part of Southern cotton manufacturers.

There was also a serious falling-off in receipts for the first four months of the present commercial year, which were:—From September 1, 1899, to December 31, 1899, 642,511 bales, as compared with 814,045 bales during the same period of the previous year.

The comparative receipts of naval stores at Savannah from Naval stores. April 1 to December 31, 1899, were (including stock on hand) as follows:—296,497 casks of spirits of turpentine, and 987,782 barrels of resin, in comparison with 314,684 casks of turpentine and Decreased 1,032,700 barrels of resin the year before, a decrease for the past receipts. season of 18,187 casks of turpentine and 44,918 barrels of resin.

The total values of the principal branches of trade here last Total values. year are estimated to be:—

Articles.	Value.
	Dols.
Cotton .. .. .	31,000,000
Naval stores .. .. .	10,500,000
Lumber .. .. .	2,750,000
Fertilisers and phosphates.. .. .	2,000,000
Groceries .. .. .	12,000,000
Liquors and tobacco .. .. .	7,000,000
Retail trade.. .. .	40,000,000
Dry goods, &c. .. .. .	6,500,000
Clothing .. .. .	4,000,000
Hardware .. .. .	3,500,000
Manufactures .. .. .	8,000,000
Builders supplies .. .. .	2,000,000
Fruits and vegetables .. .. .	2,500,000
Provisions .. .. .	3,600,000
Boots, shoes, and hats .. .. .	3,000,000
Furniture .. .. .	1 000,000
Miscellaneous .. .. .	10,000,000

High prices.	<p>It will be seen from the above figures that, notwithstanding the decreased receipts of resin, turpentine, and lumber, these products of the yellow pine still form an exceedingly important feature of Savannah's yearly trade, and so far as prices are concerned, both of these lines of industry are considered as the year closes to be at the very top of prosperity, prevailing quotations being higher than for 20 years. As a result, lumbermen, naval stores' producers and merchants engaged in handling these products are in a very satisfactory condition. This business, however, in time must, with the disappearance of the pine forests, pass away from this port, but it may be a good many years yet before it will diminish to inconsiderable proportions.</p>
British shipping, reduced.	<p>The arrivals of British shipping at Savannah during the year 1899 were 99 vessels, with a total tonnage of 130,713 tons, compared with 121 arrivals of 173,400 tons the previous year, showing a decrease last year of 22 arrivals and 42,687 tons.</p>
Causes.	<p>The causes of this falling-off were due primarily to reduced receipts of cotton, naval stores, and lumber, resulting from the before-mentioned extraordinary advance in prices last autumn, the unwillingness of holders to sell their products on a rising market, and the large requirements of Southern cotton mills. Added to this also were unfavourable railway rates, which diverted a certain amount of business to rival ports in which they had local interests.</p>
Total ship arrivals.	<p>The total arrivals of vessels of all nationalities during the year 1899 were 933, with a tonnage of 1,032,733 tons, in comparison with the previous year's arrivals of 1,005 vessels of 1,187,692 tons, showing a falling-off last year of 72 vessels and 154,959 tons.</p>
Annual shipping return.	<p>Details with reference to British shipping, to and from foreign countries and British colonies, are herewith given on the accompanying annual shipping return for 1899.</p>
Quarantine changes.	<p>Last spring the quarantine station at this port was transferred to the United States Government authorities, and it is now administered by the United States Marine Hospital Service; the results, so far, have been highly satisfactory, as expenses for fumigation, disinfection, &amp;c., of all vessels are practically abolished and the service has been efficient and has proved itself beneficial alike to ship-owners and the interests of the port. The present arrangement, which is limited to two years, is likely to be made permanent, as it places Savannah on equal terms, in respect to quarantine charges, with the rival ports of Charleston, Wilmington, and Brunswick.</p>
New terminals.	<p>The large improvements, on Hutchinson's island, on the opposite side of the river, which are being steadily pushed forward by the Georgia and Alabama Railway Terminal Company will, when completed, convert what has hitherto been a comparatively useless tract of marsh into a magnificent series of railway terminals and docks for shipping, thus adding greatly to the commercial advantages of the port. In addition to the work already done it is estimated that during the present year, 250,000 dol. will be expended in the prosecution of the work. These docks will</p>

add about 1 mile to the present wharf frontage of the town, making a total wharfage of nearly 10 miles, including the present city docks, the central railway terminals, and the Savannah, Florida and Western railway docks. During the coming summer a steel railway bridge is to be built across the Savannah River to Hutchinson's island a little above the city, and this will place the new terminal docks in direct connection with the entire railway system of the country.

In the course of a year or two Savannah will be in a position to handle a very much larger commerce than at present, providing a sufficiently deep water channel is maintained to the sea. This it is believed will not be difficult, so long as the Government authorities give due attention and necessary funds for the work. During the past year some annoyance and delay have been experienced by several British vessels grounding at Garden Bank, situated at the eastern end of the town; dredging work, however, is now removing this difficulty.

Savannah's rice trade has diminished greatly during the past few years, and it has almost become a thing of the past as a leading department of annual business. The crop in this district was nearly destroyed by stormy weather the year before last, resulting in a crop below the average, for last season, as storms usually leave fields in bad condition and planters in a similar plight.

It is estimated that from 8,000 to 12,000 acres were planted in rice last season in territory tributary to this port, and there was no very unfavourable weather to contend with.

Planting, however, was late, and harvesting was not completed until well on into October. The river rice fields did fairly well, although dry weather and caterpillar ravages somewhat unfavourably affected the yield of up-land rice in the interior, the receipts at this port of last year's crop being about 206,000 bushels of rough (unpounded) rice.

The enormous rice crops of Louisiana and Texas did not materially reduce prices for Carolina and Georgia rice, as the total rice product of the United States is only about half the amount required for home consumption, rendering it necessary to import from Java, Japan, and India; the imported article, however, is of inferior quality to the domestic, and at the end of 1899 prime grades of rice in this market were  $4\frac{1}{4}$  to  $4\frac{3}{4}$  c. per lb., with a quiet but firm tone; common grades at the same time ruling at  $2\frac{1}{4}$  to  $2\frac{3}{4}$  c. per lb.

RETURN of British Shipping at the Port of Savannah, Georgia,  
engaged in the Carrying trade of Foreign Countries and  
British Possessions during the Year 1899.

## ENTERED.

Country.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Barbados ...	...	...	1	419	1	419
France ...	...	...	3	4,938	3	4,938
Germany ...	1	1,934	2	3,899	3	5,833
Holland ...	...	...	1	1,729	1	1,729
Bahamas ...	1	76	3	566	4	642
Italy ...	...	...	4	6,080	4	6,080
Spain ...	4	5,200	9	14,306	13	19,506
San Domingo ...	...	...	1	371	1	371
United States ...	...	...	37	60,934	37	60,934
Total ...	6	7,210	61	93,241	67	100,451

## CLEARED.

Country.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Argentine Republic ...	2	770	...	...	2	770
Brasil ...	1	417	...	...	1	417
Belgium ...	2	2,629	...	...	2	2,629
Bahamas ...	1	180	...	...	1	180
Germany ...	39	71,429	...	...	39	71,429
France ...	6	9,107	...	...	6	9,107
Italy ...	7	10,186	...	...	7	10,186
Spain ...	8	11,299	...	...	8	11,299
United States ...	...	...	9	16,553	9	16,553
Total ...	66	106,017	9	16,553	75	122,570

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DIPLOMATIC AND CONSULAR REPORTS.

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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE, COMMERCE, AND NAVIGATION OF THE  
CONSULAR DISTRICT OF BALTIMORE.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2237.

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*Presented to both Houses of Parliament by Command of Her Majesty,*  
*APRIL, 1900.*

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facture of iron soil piping. It is said that about 34 establishments have entered the combination, and the capital is over 18,000,000 dol. It is claimed that the price of the goods will not be materially raised, and the manufacture will now nearly occupy the entire year instead of only six months as heretofore, and that consequently employment will be provided for a greater number of people.

The Board of Trade of Baltimore was organised for the purpose of securing the advantages which the city offers to commerce and manufactures; to consider all subjects of internal improvement, and take such measures as the importance of the subject shall warrant; to settle and adjust all matters relating to the trade of the city; establish its customs and ordinances, and to maintain unity of action for the public good. Standing committees exist on foreign and coastwise commerce, tariff and taxation, banks and currency, river and harbour, internal improvement, manufactures, inland trade, municipal affairs, and National Board of Trade, and these are expected to report at each monthly meeting. A court of arbitration, with a judge only, or with two or three lay arbitrators, as may be agreed by the parties litigant, sits, when necessary, to decide any controversy which may arise between members.

Business  
associations in  
Baltimore.  
Board of  
Trade.

The Merchants' and Manufacturers' Association consists of business men of Baltimore, and its objects are to bring into close alliance and to exchange views on the trade, manufactures, and finance of the city and State. Similar standing committees to those of the Board of Trade exist, but are only required to report at the end of each year.

Merchants'  
and Manufac-  
turers'  
Association.

The Retailers' Association has for its objects the advancement and stimulation of the retail trade of Baltimore; to provide its members with important information regarding matters connected with the retail business, and to form friendly intercourse between merchants engaged in that trade. The association, by securing cheap railway fares, and offering other inducements to residents of adjacent towns, who usually purchased their goods elsewhere, brought six excursions to Baltimore in the past year, and additional sales to the amount of about 5,000% were attributed to them. There is a black list at the rooms of the association, and this has been found to be of great service to members who do a credit business. It sends pamphlets and circulars throughout the country pointing out what articles can be bought cheaply in Baltimore, and what advantages the city possesses in the cheapness of production, and in its excellent water and railroad facilities. Reports of the standing committees on the retail trade, transportation, legislation, manufactures, publicity, entertainment, membership, credits, licenses, and taxation are submitted monthly.

Retailers'  
Association.

As in 1898 most of the immigrants who arrived at Baltimore in 1899 came from Austria-Hungary, of whom there were 10,563, an increase of 5,359. The total number which arrived was 20,234, 8,191 more than in the previous year, and

Immigration.

this is considered a large amount of immigration for this port. As a result of the efforts made by the secretary of the State Immigration Bureau, and on the advice of a distinguished statesman from the Netherlands who visited Maryland last year, it was expected that a large influx of desirable immigrants from that country would settle in the State, but although every preparation had been made for their reception, they failed to come. It is, however, confidently expected that they will arrive in 1900.

Annex 10 is an immigration table for the past two years.

Department  
of Health.

The City Bacteriological Laboratory, connected with the Baltimore Health Department, has proved of immense service. For instance, in the case of diphtheria, it will, free of charge, receive from a doctor a piece of cotton which has been rubbed over the throat of a person believed to have diphtheria, make a culture from it, and in 12 hours report whether the case is one of diphtheria. Should it prove to be so, antitoxin is furnished to the patient without charge if he is not able to pay for it, but if he can pay a charge is made. Out of 1,783 cases treated, only 312 died, compared with 71 per cent. before antitoxin was used. The expectoration of consumptives, the blood of persons suffering from typhoid or malarial fevers, are also submitted to examination at the laboratory whenever desired, and indeed at any time an examination will be made should a microscopical examination be of service in determining the nature of a disease.

City Hospital,  
Pasteur  
Department.

In the past two years 80 persons from all over the country, suffering from bites of rabid dogs, have been treated at the Pasteur department of the City Hospital, and not a single case has been lost. On the admission of a patient an effort is made to secure for examination the body of the dog which has bitten him. About the tenth of an ounce of the spinal cord of a rabbit that has died from rabies, and which has been drying for 14 days, is injected into the skin of the patient over the stomach. On the second day an injection is made of the cord which has been drying 13 days, and thus the treatment is continued day by day until the virulent cords which have only dried two or three days are injected. The treatment usually occupies 23 days.

Railways :  
Baltimore and  
Ohio.

The re-construction and re-organisation of the Baltimore and Ohio Railroad which had been in the hands of receivers for three years took place on July 1, 1899. A very large sum of money was provided to pay the indebtedness of the company, and this being done to the satisfaction of the United States Circuit Court by whom the receivers had been appointed, it declared the company solvent and the termination of the receivership. When the railroad went into the receiver's hands in May, 1896, the road-bed and rolling stock were in a wretched condition, but by the end of three years they had been greatly improved, and so satisfied were the new company with the work done by the receivers that they were respectively elected president and vice-president. To bring the railroad into its present good condition no fewer than 22,410 cars, 216 locomotives, and 123,110 tons of steel rails had

to be purchased, which together with the improvements to the rail-bed cost 35,000,000 dol. The business of the road has increased so much, no doubt influenced to a certain extent by the general prosperity of the country, that it is difficult to handle it in a satisfactory manner. It was therefore found absolutely necessary to order 64 new locomotives, and 4,000 freight cars to be built. Owing to the immense amount of work in the hands of engine and car builders it is feared that some months must elapse before the orders can be delivered. In this connection it may be stated that 123,896 railroad cars were built in the United States in 1899, 10,500 being of steel

The regulations of the pension department of the Pennsylvania Railroad provide pensions for those in the service of the company who shall have attained the age of 70 years, or who being between the ages of 65 and 69 inclusive shall have been 30 or more years in the service of the company, and shall then be physically disqualified. A pension is granted at the rate of 1 per centum of the average monthly pay for the 10 preceding years. For instance, if a person has been 40 years with the company and has received 40 dol. a month for the 10 years before his retirement his pension would be 40 per cent. of 40 dol., or 16 dol. a month. There is no deduction whatever from a man's wages while he is serving in the company in respect of his pension. A small monthly sum is, however, contributed by an employé who is a member of the relief fund, and on his retirement at the age limit he is entitled to a payment from the surplus fund which has accumulated during the past 14 years of a sum which amounts in the case of the highest class of 8 dol. 35 c. a month, and proportionately less for members of lower classes. This does not affect their title to the death benefit under the fund, which ranges from 250 to 2,500 dol., according to their class membership.

Pennsylvania  
Railroad  
pension and  
relief fund.

**Annex 1.—RETURN of Principal Articles of Export from  
Baltimore during the Years 1899-98.**

Articles.		1899.				1898.			
		Quantity.	Value.			Quantity.	Value.		
			Currency.	Sterling.			Currency.	Sterling.	
			Dollars.	£			Dollars.	£	
Agricultural im- plements ...	...	...	296,266	59,253	...	...	295,408	59,081	...
Animal foods ...	Tons ...	46,265	673,831	134,776	15,073	227,724	45,545	...	...
Bacon and hams ...	" ...	24,377	4,426,995	885,399	38,539	6,361,230	1,272,245	...	...
Bark, and extract of, for tanning ...	...	...	144,247	28,849	...	109,979	21,996	...	...
Beef—									
Fresh ...	Tons ...	7,491	1,307,900	261,580	6,475	1,097,845	219,569	...	...
Canned ...	" ...	3,591	769,682	153,936	5,220	946,647	189,329	...	...
Cured and salted ...	" ...	2,011	352,215	70,443	1,629	234,945	46,989	...	...
Barley ...	Bushels ...	...	...	...	19,910	8,971	1,794	...	...
Books and maps ...	...	...	23,928	4,786	...	31,128	6,225	...	...
Casings for sau- sages ...	...	...	429,939	85,992	...	720,282	144,056	...	...
Carriages and parts thereof ...	...	...	41,615	8,323	...	28,414	5,282	...	...
Cattle, live ...	Number ...	43,018	4,307,180	861,436	49,856	4,666,756	933,351	...	...
Chemicals ...	...	...	254,123	50,825	...	141,253	28,250	...	...
Copper, ingots, bars, &c. ...	Tons ...	40,753	15,231,382	3,046,276	38,252	10,130,826	2,026,165	...	...
Coal ...	" ...	342,233	564,901	112,980	120,785	251,354	50,271	...	...
Coke ...	" ...	35,753	102,155	20,431	33,212	92,686	18,537	...	...
Cotton—									
Raw ...	...	39,844	5,817,912	1,163,582	56,795	7,389,404	1,477,881	...	...
Cloths ...	Yards ...	993,806	149,037	29,807	964,575	132,927	26,585	...	...
Cycles and parts ...	...	...	2,380	476	...	33,336	6,667	...	...
Drugs and patent medicines ...	...	...	4,348	869	...	6,690	1,338	...	...
Flour ...	Barrels ...	3,367,465	12,063,975	2,412,795	2,812,166	12,090,121	2,418,024	...	...
Fruit ...	...	...	284,409	56,882	...	378,387	75,677	...	...
Furs and hides ...	...	...	15,994	3,199	...	5,298	1,069	...	...
Glucose ...	Tons ...	24,331	921,990	184,398	19,793	689,523	137,904	...	...
Hair ...	...	...	223,096	44,619	...	204,738	40,947	...	...
Hardware ...	...	...	5,334	1,067	...	1,854	371	...	...
Horses ...	Number ...	141	15,765	3,153	220	27,505	5,501	...	...
Indian corn ...	Bushels ...	46,786,127	16,355,858	3,271,172	45,096,477	16,799,244	3,359,848	...	...
Iron and steel, and manufactures of ...	...	...	2,414,327	482,865	...	1,328,067	265,613	...	...
Lard ...	Tons ...	47,517	6,930,839	1,366,168	59,790	8,390,688	1,678,137	...	...
Lead ...	...	...	...	...	...	...	...	...	...
Leather ...	...	...	26,812	5,362	...	15,671	3,134	...	...
Machinery ...	...	...	189,818	37,964	...	116,484	23,297	...	...
Oats ...	Bushels ...	4,005,107	1,216,707	243,341	4,859,686	1,587,646	317,529	...	...
Oil—									
Illuminating ...	Gallons ...	38,354,499	2,383,517	476,704	45,278,795	2,728,019	545,604	...	...
Lubricating ...	" ...	858,336	108,254	21,651	989,568	121,538	24,307	...	...
Cotton seed ...	" ...	2,586,942	637,783	127,557	1,492,321	360,378	72,075	...	...
Oilseed and meal ...	Tons ...	60,810	1,428,490	285,698	61,440	1,448,995	289,791	...	...
Oleomargarine oil ...	" ...	16,110	2,175,773	435,155	20,298	2,727,380	545,476	...	...
Paper ...	...	...	39,288	7,857	...	94,771	18,954	...	...
Paraffin and par- affin wax ...	Tons ...	2,780	260,922	52,184	3,918	365,733	73,146	...	...
Pork ...	...	8,582	1,332,654	266,531	7,164	926,494	185,298	...	...
Rye ...	Bushels ...	1,262,131	794,501	158,900	4,581,406	2,606,976	521,395	...	...
Sewing machines ...	Number ...	...	6,609	1,122	...	39	7	...	...
Sheep ...	" ...	20,066	176,184	35,237	31,178	215,110	43,022	...	...
Starch ...	...	...	487,422	97,484	...	496,465	99,293	...	...
Steel rails ...	Tons ...	78,010	1,769,712	353,942	66,219	1,131,956	226,391	...	...
Tallow ...	" ...	2,631	230,722	46,144	6,510	577,735	115,547	...	...
Timber ...	...	...	507,797	101,559	...	480,689	96,137	...	...
Tobacco—									
Leaf ...	Tons ...	37,288	6,175,262	1,235,052	32,962	5,459,490	1,091,898	...	...
Stems ...	" ...	2,388	146,994	29,399	3,176	184,799	36,959	...	...
Lumber and manu- factures of ...	...	...	2,163,813	432,763	...	1,892,410	378,482	...	...
Wheat ...	Bushels ...	9,549,270	7,066,173	1,413,235	18,542,034	16,143,528	3,228,705	...	...

**Annex 2.—RETURN of Principal Articles of Import into  
Baltimore during the Years 1899-98.**

Articles.	1899.				1898.			
	Quantity.	Value.		Quantity.	Value.			
		Currency.	Sterling.		Currency.	Sterling.		
		Dollars.	£		Dollars.	£		
FARM.								
Books ... ..	...	...	22,185	4,437	...	14,490	2,898	
Chemicals ... ..	...	...	721,702	144,340	...	745,760	149,152	
Copper in bars ... ..	Tons ...	5,645	2,065,066	417,217	...	...	...	
Coffee ... ..	" ...	12,065	1,465,295	293,059	10,128	1,275,787	255,157	
Fruits ... ..	...	...	860,592	172,118	...	482,184	96,437	
Liquorice root ... ..	Tons ...	2,931	116,981	23,396	5,066	190,485	38,097	
Soda, nitrate of ... ..	...	...	120,006	24,001	6,576	129,299	25,859	
Tin, bars and pigs ... ..	Tons ...	325	143,316	28,063	1,190	366,296	73,259	
DUTABLE.								
Art works ... ..	...	...	10,365	2,073	...	4,865	973	
Burlaps ... ..	...	...	239,294	47,659	...	229,617	45,923	
Cement ... ..	...	...	436,441	87,288	...	309,654	61,931	
Cheese ... ..	Tons ...	44	13,761	2,752	32	8,404	1,681	
Chemicals ... ..	...	...	406,419	81,284	...	268,472	53,694	
China ... ..	...	...	825,729	165,146	...	490,837	98,167	
Dry goods—								
Cotton (manu-	...	...	...	...	...	...	...	
factured) ... ..	...	...	206,644	41,329	...	146,141	29,228	
Silk (manu-	...	...	...	...	...	...	...	
factured) ... ..	...	...	36,141	7,228	...	48,460	9,692	
Wool (manu-	...	...	...	...	...	...	...	
factured) ... ..	...	...	96,930	19,790	...	76,687	15,337	
Fish ... ..	...	...	37,960	7,692	...	24,117	4,823	
Flax ... ..	...	...	35,178	7,046	...	...	...	
Fruits ... ..	...	...	403,425	80,685	...	165,296	33,059	
Glass ... ..	...	...	69,225	13,845	...	26,735	5,347	
Iron ore ... ..	Tons ...	333,258	516,888	103,378	140,815	177,764	35,563	
Iron, in pigs ... ..	" ...	11,384	377,109	75,442	8,466	264,598	52,919	
Iron and steel	...	...	...	...	...	...	...	
(manufactured) ... ..	...	...	224,475	44,895	...	91,050	18,210	
Mattings ... ..	...	...	278,668	55,734	...	220,679	44,136	
Metals ... ..	...	...	31,347	6,269	...	27,666	5,533	
Paper ... ..	...	...	52,208	10,442	...	32,948	6,589	
Rice ... ..	Tons ...	4,789	179,309	35,862	4,111	142,667	28,531	
Salt ... ..	" ...	6,628	14,160	2,832	4,670	11,068	2,213	
Sugar ... ..	" ...	1,544	80,554	16,111	5,568	299,821	59,964	
Tea ... ..	" ...	25	9,115	1,823	74	29,001	5,800	
Tin-plates ... ..	" ...	1,919	92,734	18,547	274	15,326	3,065	
Tobacco leaf ... ..	...	...	83,610	16,722	...	50,189	11,238	
Wines and spirits ... ..	...	...	84,881	16,976	...	40,764	8,152	

**Annex 3.—STATEMENT showing the Export and Import Values at  
Baltimore for the past 12 years, also the Monthly Export and  
Import Values during the Year 1899.**

Year.	Value.		Months during 1899.	Value.	
	Exports.	Imports.		Exports.	Imports.
	Dollars.	Dollars.		Dollars.	Dollars.
1899 ... ..	45,099,334	12,093,629	January ... ..	10,190,763	957,478
1898 ... ..	62,077,610	15,409,234	February ... ..	7,894,745	746,083
1897 ... ..	72,120,083	16,339,312	March ... ..	9,214,676	942,124
1896 ... ..	79,476,125	18,270,000	April ... ..	9,471,967	987,142
1895 ... ..	93,126,389	14,248,570	May ... ..	7,623,943	965,513
1894 ... ..	73,153,487	14,868,621	June ... ..	7,798,606	912,862
1893 ... ..	63,961,269	11,749,927	July ... ..	7,818,788	1,026,468
1892 ... ..	60,171,591	19,984,869	August ... ..	10,769,990	953,422
1891 ... ..	81,508,836	10,208,741	September ... ..	9,508,027	1,457,622
1890 ... ..	98,560,604	11,126,556	October ... ..	8,526,297	1,684,996
1889 ... ..	115,820,274	8,204,764	November ... ..	9,697,468	2,009,719
1888 ... ..	109,235,982	14,021,383	December ... ..	10,445,672	1,378,014

Annex 4.—TABLE showing Total Value of all Articles Exported from or Imported into Baltimore during the Year 1899.

Country.	Value	
	Exports.	Imports.
	Dollars.	Dollars.
United Kingdom .. ..	47,621,290	4,574,289
Belgium .. ..	6,313,123	86,656
Brazil .. ..	623,561	1,543,427
Spain and Cuba .. ..	277,517	810,538
France .. ..	5,786,828	134,134
Germany .. ..	23,951,624	2,347,287
Netherlands .. ..	17,927,281	112,772
Mexico .. ..	524,193	878,055
Italy .. ..	102,073	414,006
Other countries .. ..	8,108,442	3,120,269
Total .. ..	109,235,932	14,021,383

Annex 5.—TABLE of the Receipts and Exports of Grain for the Years 1897-99.

## RECEIPTS.

Articles.		Quantity.		
		1897.	1898.	1899.
Wheat .. ..	Bushels ..	17,896,008	20,209,316	10,373,699
Maize .. ..	" ..	44,514,388	47,527,356	49,386,692
Oats .. ..	" ..	7,685,950	7,874,361	7,324,418
Rye .. ..	" ..	3,661,709	4,785,037	1,568,267
Barley and malt .. ..	" ..	807,234	791,058	654,071
Total .. ..	..	74,565,289	81,137,128	69,307,147
Flour .. ..	Bushels ..	..	17,279,472	19,195,933
	Barrels ..	3,898,383	3,828,776	4,265,763

## EXPORTS.

Articles.		Quantity.		
		1897.	1898.	1899.
Wheat .. ..	Bushels ..	15,304,039	18,542,034	9,549,270
Maize .. ..	" ..	43,048,008	45,096,477	46,786,127
Oats .. ..	" ..	5,270,096	4,859,686	4,005,107
Rye .. ..	" ..	3,195,974	4,581,406	1,262,131
Barley and malt .. ..	" ..	14,231	19,910	..
Total .. ..	..	66,832,348	73,099,513	61,602,635
Flour .. ..	Bushels ..	..	12,659,247	15,153,682
	Barrels ..	2,325,803	2,813,166	3,367,485

Annex 6.—STATEMENT showing the Prices of Wheat, Maize, Oats, and Rye, in the Baltimore Market during the Year 1899.

Month.	Southern Wheat.		Western Wheat	Southern White Corn.		Southern Yellow Corn	Two White Oats.		Two Mixed Oats.		Two Rye.
	By Sample.	On Grade.		Centas.	Centas.		Centas.	Centas.	Centas.	Centas.	
January	70 to 80½	72½ to 81	74½ to 80½	37 to 42½	38½ to 42½	84 to 85½	82 to 83½	57½ to 62½			
February	70 78	71 77½	74½ 77	37 40½	37 40½	35 37½	33 35	59½ 61½			
March	65 78	67½ 77½	70½ 77½	37 41	37 41	34½ 41	34½ 37	57 61½			
April..	68 79½	71 79½	75 78½	40 41	38 43½	35 36	32 33	57 61½			
May ..	62 79½	68 79½	72½ 79	41 44	31 40	32½ 35½	29½ 33	60 61½			
June ..	70 79	60½ 78½	74½ 78½	40½ 45	39 45	32 33	29½ 31	57 60			
July ..	62 75½	68 76	70½ 75½	40 42	40 42½	29½ 32½	28½ 31	51 58			
August	55 78½	66½ 78	69½ 72½	39 41½	38½ 41	26 30	24½ 29	52 54			
September	60 74½	67 74	69½ 73½	39 42	39½ 42	27½ 30	25 28	55 59			
October	64 75½	67½ 75	69½ 74½	35 42	36 42	29 31	27½ 29	53 60½			
November	60 72	64½ 71½	67½ 71	38 40	34 39½	30 32½	27½ 29½	54 58			
December	65 72	66 71½	68½ 72½	32½ 38½	32½ 38½	30 32½	28 29½	54 58			
Range	55 80½	64½ 81	67½ 80½	32½ 45	31 45	26 41	24½ 37	51 62½			

BALTIMORE.



Annex 7.—STATEMENT showing the Average Prices of Flour in the Baltimore Market during the Year 1899.

Month.	Per Barrel.					
	Family.		Extra.		Super.	
	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.
January ..	3 35 to	3 75	2 65 to	3 30	2 25 to	2 75
February ..	3 30	3 75	2 60	3 30	2 25	2 75
March ..	3 30	3 65	2 45	3 00	2 25	2 60
April ..	3 35	3 65	2 50	3 10	2 25	2 40
May ..	3 25	3 60	2 40	3 10	2 15	2 40
June ..	3 35	3 70	2 40	3 00	2 25	2 50
July ..	3 25	3 60	2 30	2 90	2 15	2 40
August ..	3 25	3 50	2 30	2 90	2 15	2 25
September ..	3 25	3 60	2 30	3 00	2 15	2 35
October ..	3 25	3 70	2 40	3 00	2 25	2 45
November ..	3 20	3 55	2 40	2 90	2 25	2 35
December ..	3 20	3 50	2 40	2 90	2 25	2 35
Range ..	3 20	3 75	2 30	3 30	2 15	2 75

Annex 8.—RETURN of all Shipping at the Port of Baltimore during the Year 1899.

## ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	18	11,212	725	1,423,005	743	1,434,217
American (foreign) ..	89	23,560	2	694	91	24,254
German ..	1	365	96	519,216	96	519,581
Norwegian ..	...	...	115	121,789	115	121,789
Danish ..	...	...	22	26,930	22	26,930
Netherlands ..	...	...	13	29,785	13	29,785
Italian ..	10	7,566	1	1,560	11	9,126
Spanish ..	...	...	3	7,312	3	7,312
Austro-Hungarian ..	...	...	3	6,230	3	6,230
Total ..	118	52,703	979	2,136,521	1,097	2,189,224
American (coast-wise) ..	...	...	...	...	1,488	1,837,970

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	18	11,212	721	1,404,181	739	1,415,393
American (foreign) ..	85	25,593	2	312	87	25,905
German ..	1	365	95	519,216	96	519,581
Norwegian ..	...	...	114	120,577	114	120,577
Danish ..	...	...	22	26,930	22	26,930
Netherlands ..	...	...	13	29,785	13	29,785
Italian ..	10	7,566	1	1,560	11	9,126
Spanish ..	...	...	3	7,312	3	7,312
Austro-Hungarian ..	...	...	3	6,230	3	6,230
Total ..	114	54,736	974	2,116,103	1,088	2,170,630
American (coast-wise) ..	...	...	...	...	2,086	2,218,064



Annex 10.—TABLE showing the Nationality, &c., of the Immigrants Arriving at Baltimore during the Years 1899-98.

Country.	1899.			1898.
	Males.	Females.	Total.	Total.
England .. ..	48	10	58	28
Scotland .. ..	3	1	4	4
Ireland .. ..	1	..	1	10
Austria-Hungary ..	8,347	2,216	10,563	5,204
Belgium .. ..	..	1	1	..
France .. ..	2	3	5	3
Germany .. ..	1,288	1,205	2,493	2,240
Italy .. ..	3	..	3	7
Netherlands .. ..	1	1	2	2
Norway .. ..	12	1	13	1
Portugal .. ..	2	..	2	..
Roumania .. ..	33	8	41	32
Russia .. ..	4,781	2,242	7,023	4,483
Spain .. ..	1	..	1	1
Sweden .. ..	1	..	1	2
Switzerland .. ..	1	3	4	6
Africa .. ..	1	..	1	..
South America .. ..	3	..	3	..
West Indies .. ..	9	6	15	14
Australia .. ..	..	..	..	1
Japan .. ..	..	..	..	1
Other countries ..	..	..	..	4
Total .. ..	14,537	5,697	20,234	12,043

NORFOLK, VA.

Mr. Vice-Consul Myers reports as follows:—

General remarks.

During the last year the advancement made by the South along all the lines of healthy development and progress has been marked, and would seem to indicate that in the not distant future the South will surpass the North in the development of certain industrial enterprises which heretofore have been claimed by the North without fear of rivalry.

The expansion of commercial, industrial and financial interests in growing centres of population makes an excellent showing, and the work of opening new fields for operation in the direction of mining, lumbering, railroads and agricultural development is being pushed with the greatest energy and ability.

Nowhere in the South has the spirit of progress been more marked and substantial than in Virginia.

Development of coal-fields.

The work of opening and developing new coalfields and ore mines goes steadily on, and the last year has seen the consolidation of the largest blast furnaces and coke ovens in the State under one management—"The Virginia Coal, Coke and Iron Company."

This same company also controls the entire output of the Toms Creek coal mines, adjacent to the Pocohontas coal.

Norfolk has, and will probably continue to derive greater benefit from the general development throughout the State than any other city in this section. In close touch with one of the greatest fuel-producing regions of the Continent, labour abundant and reasonable, and unsurpassed transportation facilities by both water and rail, Norfolk offers opportunities for industrial growth not surpassed by any other city on the Atlantic coast.

As an example, one company which moved here from the North in recent years reports an actual saving in the first year's business of 10,000 dol. in the three items of labour, fuel and freight rates. Within the past year The Cotton Oil and Fibre Company, of Philadelphia, with a capital stock of 3,000,000 dol., have erected a plant here at a cost of 400,000 dol., for the manufacture of cotton-seed oil and meal. In connection with the cotton-seed mill the company has a cotton-spinning mill with a daily capacity of 5,000 lbs. for producing cotton yarn, thus consuming all the short staple coming from the seed, which is useless to other cotton-seed oil companies, this company being the only one to combine a cotton yarn spinning mill with a cotton-seed crushing mill. Manufactories.

The same company successfully operates in Philadelphia a large manufactory for fibre and cotton mattresses, stair padding, antiseptic curled cocoa, and other fibres.

It is estimated that the business of the company at Norfolk will exceed 750,000 dol. annually, and as they expect to employ from 300 to 400 hands, it is a most important addition to the rapidly growing industrial life of the place.

The buildings have been completed, machinery is now being fixed, and the plant will probably be in operation within the next 30 days.

As a cotton port Norfolk has steadily lost ground, owing chiefly to the fact that the cotton factories located throughout the eastern portion of North Carolina, upon which State Norfolk principally relied to supply the local market, are using more than the State's production of the staple. While there has been a loss in this direction, the gain in other respects has more than compensated for it. Decadence as a cotton port.

Building has been very active, notwithstanding the prevailing high prices for all sorts of material.

Within the past 12 months, 150 brick, 128 frame, 47 brick additions, and 22 frame additions have been erected at an estimated expenditure of 500,000 dol. Building operations.

The Norfolk and Atlantic Terminal Company have in course of construction a double track electric road from Norfolk to Seawells' Point, a distance of 9 miles, where connection will be made with Old Point Comfort by ferry. Railways.

TABLE showing the Principal Articles of Export and Import at the Port of Norfolk during the past Year.

## EXPORTS.

Articles.		Quantity.	Value.
			Dollars.
Coal and coke .. ..	Tons ..	420,785	991,440
Corn .. ..	Bushels ..	5,829,695	2,485,896
Cotton .. ..	Bales ..	62,069	1,932,588
Lard .. ..	Lbs. ..	28,998,379	1,837,502
Flour .. ..	" ..	3,480,026	1,352,812
Logs and lumber .. ..	" ..	..	1,604,957
Miscellaneous .. ..	" ..	..	601,114
Wheat .. ..	Bushels ..	148,882	114,551
Tobacco and tobacco stems ..	Lbs. ..	5,628,815	368,759
Cotton-seed oil .. ..	Gallons ..	1,548,971	328,295
" meal .. ..	Lbs. ..	32,359,430	347,471
Copper .. ..	" ..	4,752,267	564,896
Pig-iron and castings .. ..	" ..	..	380,898
Cattle .. ..	Head ..	1,746	119,100
Phosphates .. ..	Tons ..	29,115	291,557
Canned beef .. ..	Lbs. ..	706,100	120,066
Tallow .. ..	" ..	1,848,941	69,064
Dried apples .. ..	" ..	465,938	85,930
Steel billets .. ..	Tons ..	8,018	94,085
Staves and headings .. ..	" ..	..	138,795
Butter .. ..	Lbs. ..	94,249	15,850
Total .. ..	..	..	13,794,626

## IMPORTS.

Articles.		Quantity.	Value.
			Dollars c.
Sulphate of ammonia .. ..	Bags ..	33,291	89,360 46
Manure salt .. ..	Lbs. ..	11,505,217	46,259 59
Kanit .. ..	" ..	16,813,504	31,548 96
Manganese ore .. ..	Tons ..	2,901	32,247 74
Car wheels .. ..	" ..	378	3,780 0
Plaster rock .. ..	" ..	2,845	1,707 0
Iron pyrites .. ..	Lbs. ..	10,139,564	8,271 28
Wine .. ..	Gallons ..	860	785 95
Pine apples .. ..	Number ..	22,200	666 0
Olive oil .. ..	Gallons ..	80	158 0
Sperm oil .. ..	" ..	14,300	5,720 0
Gin .. ..	" ..	325	398 0
Miscellaneous .. ..	" ..	..	737 0
Cement .. ..	Lbs. ..	39,600	96 0
Cocoanuts .. ..	Number ..	14,300	340 0
Total .. ..	..	..	222,050 98

RETURN of all Shipping at the Port of Norfolk during the  
Year 1899.

## ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	6	3,411	476	835,126	482	838,537
American (foreign) ...	62	43,120	10	13,934	72	57,054
Norwegian ... ..	...	...	48	57,912	48	57,912
Spanish ... ..	1	509	26	44,861	27	45,370
German ... ..	...	...	19	29,055	19	29,055
Danish ... ..	...	...	14	29,871	14	29,871
Italian ... ..	5	2,872	10	18,694	15	21,566
Austro-Hungarian ...	...	...	6	10,447	6	10,447
Belgian ... ..	...	...	3	8,984	3	8,984
Swedish ... ..	...	...	3	4,806	3	4,806
Dutch ... ..	...	...	2	4,609	2	4,609
French ... ..	...	...	1	716	1	716
Total ... ..	74	49,912	618	1,069,015	692	1,108,927

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	6	3,411	468	820,915	474	824,326
American (foreign) ...	64	43,984	10	13,934	74	57,918
Norwegian ... ..	...	...	46	54,564	46	54,564
Spanish ... ..	1	509	25	43,621	26	44,130
German ... ..	...	...	18	26,406	18	26,406
Italian ... ..	5	2,872	10	18,694	15	21,566
Danish ... ..	...	...	13	28,011	13	28,011
Austro-Hungarian ...	...	...	6	10,447	6	10,447
Belgian ... ..	...	...	3	8,984	3	8,984
Swedish ... ..	...	...	3	4,806	3	4,806
Dutch ... ..	...	...	2	4,609	2	4,609
French ... ..	...	...	1	716	1	716
Total ... ..	76	50,776	605	1,035,706	691	1,066,482

## NEWPORT NEWS.

Mr. Vice-Consul Houghton reports as follows:—

Since my last annual report the growth of Newport News has been wonderful.

Last year I reported a population of 17,500 to 20,000, now it is said to be 25,000 to 26,000.

The Chesapeake and Ohio Railway Company is adding to its terminal a new grain elevator of 1,000,000 bushels capacity, a new covered pier 800 feet long, for import merchandise, and an extra coal pier for bunker steamers.

The Newport News Shipbuilding and Dry Dock Company's New dry new dry dock is now about 70 per cent. finished, and will be in dock. operation about the end of 1900. Four new ship-ways have been built, and two new overhead cantilever cranes erected. An extra power plant has been commenced, which, when completed,

will drive the machinery in all the shops by electricity, and will double the pneumatic air plant capacity. The repair work was as large as usual, British vessels contributing their full share. The number of men employed has averaged 6,000, which is likely to be maintained.

Newport News may well be proud of this fine undertaking, which is capable of doing any work known to modern shipbuilding, and in the best manner. The work on hand now equals 103,410 tons displacement.

Regular lines of steamers run from here to London, Liverpool, Glasgow, Belfast, Dublin, Rotterdam, Amsterdam, Antwerp, and Hamburg.

The export of coal is on the increase. Several steamers and some sailing vessels having loaded for the Mediterranean and West Indian ports.

The West India Fruit Line, referred to in my last, has dropped out, having been absorbed by the more powerful companies running from Boston and Baltimore.

The coastwise steamers are of a high class, and afford almost daily opportunities for passengers and freight destined to New York, Boston, Providence, Philadelphia, Baltimore, and Savannah.

A slaughter-house is being erected on a large scale, which will employ a great many men.

The demand for dwelling-houses is far greater than the supply. Building, however, is going on rapidly, and in time it is hoped those seeking shelter can find it at moderate rents.

I attach several tabulated statements which give some idea of the business which has been done during 1899, at Newport News, Virginia.

SUMMARY of British and Foreign Shipping at Newport News for the Year ending December 31, 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	1	1,885	386	797,868	387	799,753
German ... ..	...	...	38	82,619	38	82,619
Danish ... ..	...	...	6	10,565	6	10,565
Spanish ... ..	3	2,848	7	17,911	10	20,259
Norwegian ... ..	...	...	32	30,049	32	30,049
Austro-Hungarian ... ..	...	...	16	33,709	16	33,709
Italian ... ..	2	1,570	1	2,658	3	4,228
American ... ..	1	1,936	8	2,397	9	4,333
Other countries ... ..	...	...	6	9,718	6	9,718
Total ... ..	7	7,739	500	987,494	507	995,233

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	1	1,985	386	797,584	387	799,469
German ... ..	...	...	38	82,619	38	82,619
Danish ... ..	...	...	6	10,565	6	10,565
Spanish ... ..	3	2,348	7	17,911	10	20,259
Norwegian ... ..	...	...	32	30,049	32	30,049
Austro-Hungarian ... ..	...	...	16	33,709	16	33,709
Italian ... ..	2	1,570	1	2,658	3	4,228
American ... ..	11	10,607	8	2,397	19	13,004
Other countries ... ..	...	...	6	9,718	6	9,718
Total ... ..	17	16,410	500	987,210	517	1,003,620

## EXPORTS for the Year 1899.

## PRINCIPAL Articles of Export.

Articles.				Quantity.		
Coal .. ..	..	..	..	Tons ..	..	44,774
Grain .. ..	..	..	..	Bushels ..	..	22,360,400
Cattle .. ..	..	..	..	Head ..	..	21,199
Flour .. ..	..	..	..	Sacks ..	..	1,726,100
Cotton .. ..	..	..	..	Bales ..	..	17,837
Lard and provisions .. ..	..	..	..	Lbs. ..	..	24,837,000
Tobacco .. ..	..	..	..	.. ..	..	19,625,000
Lumber .. ..	..	..	..	Feet ..	..	31,519,000

## VALUATION of Total Exports.

					Value.
					Dollars.
To Great Britain .. ..	..	..	..	..	17,158,000
Other countries .. ..	..	..	..	..	12,959,000
Total .. ..	..	..	..	..	30,112,000
In British vessels .. ..	..	..	..	..	25,450,000
In foreign vessels .. ..	..	..	..	..	4,662,000
Total .. ..	..	..	..	..	30,112,000

## IMPORTS for the Year 1899.

				Value.
				Dollars.
Consumption entries .. ..	..	..	..	1,951,548
Immediate transportation..	..	..	..	4,019,221
Total .. ..	..	..	..	5,970,769



VALUE of Imports and Exports for the Years 1884 to 1899,  
inclusive.

Year.					Value.	
					Exports.	Imports.
					Dollars.	Dollars.
1884	..	..	..	..	3,679,060	61,688
1885	..	..	..	..	3,131,689	151,227
1886	..	..	..	..	3,684,355	81,028
1887	..	..	..	..	7,452,017	249,162
1888	..	..	..	..	8,992,675	450,492
1889	..	..	..	..	6,890,254	42,980
1890	..	..	..	..	6,958,869	54,180
1891	..	..	..	..	10,961,744	69,010
1892	..	..	..	..	14,144,867	190,114
1893	..	..	..	..	8,113,714	30,537
1894	..	..	..	..	14,340,827	328,394
1895	..	..	..	..	13,469,541	1,032,849
1896	..	..	..	..	14,850,117	1,131,628
1897	..	..	..	..	22,392,217	1,169,315
1898	..	..	..	..	32,018,000	3,502,412
1899	..	..	..	..	30,112,000	5,970,769

## FREIGHT Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and other Carriers.	Total Freight.	
			Quantity.	Per Cent.
	Whole tons.	Whole tons.	Whole tons.	
Products of agriculture—				
Grain.. ..	57,365	457,411	514,776	6·33
Flour.. ..	26,686	205,855	232,541	2·86
Other mill products..	14,769	11,217	25,986	·32
Hay and hemp ..	9,673	43,333	53,006	·65
Tobacco .. ..	38,781	3,905	42,686	·52
Cotton .. ..	676	10,155	10,831	·13
Other articles ..	23,822	51,378	75,200	·93
Products of animals—				
Live-stock .. ..	26,554	30,365	56,919	·70
Packing-house products ..	4,982	55,550	60,532	·74
Wool .. ..	522	2,532	3,054	·04
Other articles ..	2,617	10,315	12,932	·16
Products of mines—				
Anthracite coal .. ..	..	47,623	47,623	·58
Bituminous coal .. ..	3,510,003	81,118	3,591,121	43·56
Coke .. ..	465,328	17,059	482,387	5·93
Ores .. ..	236,235	7,393	243,628	3·00
Stone, sand, and other like articles .. ..	471,984	32,736	504,720	6·21
Products of forest—				
Lumber .. ..	263,511	92,138	355,649	4·37
Other articles .. ..	171,419	77,742	249,161	4·29
Manufactures—				
Petroleum and other oils ..	7,126	48,927	56,053	·69
Sugar.. ..	11,728	59,290	71,018	·87
Iron, pig and block.. ..	231,113	72,145	303,258	3·73
„ manufactured.. ..	97,819	87,935	185,754	2·28
Cement, brick and lime ..	92,874	58,356	151,230	1·86
Agricultural implements and machinery.. ..	8,632	13,057	21,689	·27
Wines, liquors, and beers ..	7,529	12,458	19,987	·25
Household goods and furni- ture .. ..	1,964	2,021	3,985	·05
Salt .. ..	9,871	17,169	26,540	·33
Merchandise.. ..	187,124	208,556	395,680	4·87
Miscellaneous—				
Other commodities not men- tioned above .. ..	104,678	178,037	282,715	3·48
Total .. ..	6,084,885	1,945,776	8,030,661	100·00

GRAIN Crop of the State of Virginia as per Report of the United States Agricultural Department.

Articles.		Quantity.						
		1892.	1893.	1894.	1895.	1896.	1897.	1898.
Wheat	... Bush.	7,591,000	8,681,086	6,995,249	6,505,583	5,724,913	8,451,864	10,626,112
Corn	... "	...	31,234,046	32,195,858	32,607,168	38,067,966	31,552,164	38,756,564
Oats	... "	5,472,000	8,378,440	5,400,504	8,125,061	8,492,296	5,233,092	6,890,641
Rye	... "	...	...	...	...	...	128,702	...
Cotton	... Bales	...	...	...	...	...	11,539	12,878

AVERAGE Yield per Acre of the Principal Farm Crops of the State of Virginia.

			Average Yield per Acre.					
			1893.	1894.	1895.	1896.	1897.	1898.
Corn	...	Bushels	18.9	19.1	18.6	21.5	18	22
Wheat	...	"	11.2	9.5	9.3	9.3	12	14.1
Oats	...	"	17.5	12	17.7	18.5	12	16.1
Hay	...	Tons	1.11	.72	1.13	1.8	1.8	1.32
Cotton	...	Bales	...	.21	.18	.24	.24	.29

AVERAGE Value per Acre of the Principal Farm Crops of the State of Virginia.

		Price.					
		1893.	1894.	1895.	1896.	1897.	1898.
Corn	... Dol. c.	8 69	8 98	6 88	6 88	6 84	7 70
Wheat	... "	7 6	3 32	6 5	7 44	11 4	9 31
Oats	... "	6 13	4 44	5 31	4 81	3 48	4 67
Hay	... "	14 53	8 56	12 92	11 3	11 7	11 22
Cotton	... "	...	5 94	7 31	8 7	8 63	8 50

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*Report on the Trade, Commerce, and Navigation of the Consular  
District of Baltimore for the Year 1899*

By MR. CONSUL FRASER.

(Received at Foreign Office, March 26, 1900.)

In common with the whole country a very prosperous condition of trade existed in Baltimore and its Consular district during the greater part of 1899. General remarks.

Each industry connected with the city, such as the manufacture of clothing, cotton duck, boots and shoes, and the canning industry, had more business than it could possibly undertake, and in some instances orders could not be filled for months after their receipt.

The banks did an immense business, much greater than in any previous year, and the clearings through the Clearing House Association amounted to over a billion of dollars.

The trust deposit companies were also very prosperous, and some of them paid very high dividends. This naturally raised the prices of their stocks, and in one or two instances as high as 82 points. A prominent feature of the general activity was the number of businesses which formed themselves into commercial organisations commonly known as trusts.

Towards the end of the year, unfortunately, the outbreak of war in South Africa without doubt had a bad influence on trade. Stocks fell to far below their proper values, and it may be said that the foreign shipping market became completely demoralised. During the month of December alone there was a depreciation in the latter of about 60 per cent.

Notwithstanding the general prosperity, some large firms, owing to unwise speculation and investment, and perhaps to the lightness of the money market during a portion of the year, were forced to suspend.

A study of the tables and statistics of trade and commerce given under their several headings in this report shows a wonderful increase in the business of Baltimore.

During the first six months of 1899 it was expected that the value of exports would equal, if not exceed, that of 1898 but these expectations were not realised, and it fell below that year by over 6,000,000 dol. The cause of this was principally the Exports.  
Decrease in value.

want of a demand during the latter months of the year for food products abroad. The exportations from Baltimore are still, however, very large, and amount for 1899 to the enormous sum of 109,235,932 dol.

Brazil flour  
trade greatly  
reduced.

The export trade in flour to Brazil, which formerly amounted to over 600,000 barrels a year, has been reduced to 138,324 barrels in the past year. The admission to that country of wheat from the Argentine Republic free of duty, the erection at Rio de Janeiro of flour-mills of the most modern type, and the imposition of a duty on the American product of 50 c. a barrel have brought about this enormous decline. On representations from the United States Government a duty of 5 c. a bushel has recently been imposed on wheat entering Brazil, but this it is said will not meet the case, and that in a year or two the flour trade from Baltimore to Southern Brazil will cease to exist. It has, however, increased to the Northern ports because of the high freight charges from Rio, and flour from Baltimore is being forced a long way up the Amazon.

Steel rails.

The increase in the shipment of steel rails was not as great in the past year as was anticipated. The quantity was 78,010 tons, being only 19,791 tons more than in 1898, when the increase was almost 50,000 tons. Most of it went to Vladivostock, and other shipments were made to Melbourne, Australia; Rangoon; Yarmouth, Nova Scotia; and Port Arthur.

Imports:  
Increase in  
value.

There was an increase in the value of most commodities usually imported into Baltimore, and the aggregate amounted to about 2,800,000<sup>l</sup>, or nearly double what it was in 1898. Tin-plate would seem to be the article of which the quantity imported has greatly increased. The number of lbs. in 1898 was 614,467, whereas in the past year it was 4,300,004 lbs., an increase of 3,685,537 lbs.

Iron ore.

The importation of iron ore has almost doubled: The principal ports from which it came were Daiquiri and Santiago in Cuba, Carthagena, Huelva, Bilbao, Benisaf, Seriphos, and Elba.

Customs  
receipts.

The increase in imports is well illustrated by the receipts at the custom-house for duties which amounted to 2,549,725 dol.; being over 500,000 dol. more than in 1898.

Banking.

As has been already stated the banks have enjoyed unusual prosperity. An increase of 270,000,000 dol. over 1898 in the amount of clearances shows that a large volume of commercial and financial transactions has taken place. The amount that passed through the clearing-house in 1890 was 753,095,093 dol., whereas in 1899 it was 1,209,777,742 dol., an improvement of 456,682,649 dol. in 10 years.

Rate of  
interest.

During a part of the year the ruling rate of interest was 4 per cent. for call loans, but it afterwards rose to 6 per cent.

Bonding and  
casualty  
companies.

There are four companies in Baltimore with an aggregate capital of 4,750,000 dol. engaged in the business of guaranteeing officials, contractors, employes, and others required to provide security for the faithful performance of their duties, and of underwriting liability risks. It would appear from the statements

of these companies that the business is extremely profitable, and that during 1899 it was more than double that of the previous year.

A most unexpected and in some respects an unaccountable condition of affairs existed in the grain trade in Baltimore in 1899. At the end of 1898 it was fully expected that the exportation of all kinds of cereals would in 1899 exceed all previous years; but the contrary was the fact, and the quantity of wheat alone sent out of Baltimore decreased 50 per cent. Baltimore was, however, not alone in the shrinkage, for New York's exports of it fell 46 per cent. The want of demand is attributed to the good quality and weight of wheat in Europe. Indeed, the only commodities which showed an increase were flour and maize, all the others fell behind 1898. Rye exports, which had risen steadily in 1897 and 1898, fell back to below its position in 1896, or a decrease of over 3,000,000 bushels.

Complaint is made that there are not sufficient terminal facilities, and an additional elevator is much needed.

Efforts are still being made by cities to the north of Baltimore to deprive her of the differential rate she enjoys in the carriage of grain by railroad.

Annex 5 is a statement of the receipts and exports of grain in the past three years and Annexes 6 and 7 give the prices of cereals in 1899.

The sales of dry goods, it is positively stated, were never greater in Baltimore than during 1899. Prices have also risen very much, and cottons, woollens, and linens have gone up  $33\frac{1}{2}$  per cent. It would seem that these prices are expected to be maintained, for some of the southern mills, which during the past year have been very busy, have sold their products as far ahead as the month of August, 1900. Some contracts have even been made at a fraction of the best price for delivery in 1901. The prosperous condition of the trade is believed to be the result of the heavy increase, especially in coarse yarn goods, in exports to China and Japan. There being no outbreak of yellow fever in the Southern States in 1899 the trade with them was very large and said to have been the greatest ever known. The new year promises to be equally prosperous.

The general prosperity of the country favourably affected the clothing trade, and in 1899 the factories were taxed to their utmost capacity. The business done was greater than for a number of years, and the sales by Baltimore manufacturers are given as 15,000,000 dol. The wages of the 7,000 workpeople in the trade are estimated to amount to 4,000,000 dol. Failures were fewer and the advance sales are greater than for many years past. Wages were higher, and the enhanced price of wool resulted in the greater cost of clothing, and it seems that the outlook for 1900 would indicate a still higher price. The shortage in the supply of Australian wool which is necessary for the manufacture of the finer quality of cloth, and the prospective decline in the supply of African, and the rise in its price from 40 c. to 1 dol.

per lb. will materially increase the cost of the manufactured article. Native wool has not risen in the same proportion. Clay worsteds have advanced about 40 per cent. over the lowest prices of the year.

**Retail dry goods.**

The most noticeable feature of the retail trade in dry goods was the fact that the raw materials—cotton, linen, silk, and wool—all increased in price from 15 to 50 per cent., and that the manufactured articles only went up from 10 to 30 per cent. The dealers were very pleased with the volume of business done in the past year, but their workpeople took advantage of the prosperous times and demanded, and in most cases received, an advance of wages. It is expected that the increase of wages which must be paid in 1900 will be fully 10 per cent.

**Shoes.**

In 1899 there was a larger shoe business done than in 1898, and the value is stated to be 20,000,000 dol. This is a great improvement on the trade of the latter year, and manufacturers and jobbers combined to secure better prices, which were raised from 7½ to 15 per cent.

**Leather.**

The volume of business in leather was also greater than 1898, and the increase is given at 15 per cent. The prices were somewhat higher, and No. 1 scoured oak backs ranged from 31 to 39 c. Baltimore butts were 32 c. the lowest and 45 c. the highest. Packer native hides were from 11 to 14 c. At the close of the year the stock was low and the market firm.

**Canning industry.**

About 100,000,000 cans are given as the annual output of canners. At various times efforts have been made by combinations to secure control of the industry, but so far without result. Until the introduction of improved machinery the manufacture of cans was done by hand, and the business suffered greatly from strikes. Some of the machines are capable of maintaining an average of 10,000 cans a day, and there is now no more trouble from the workpeople. The past year was one of increased demand and prices, which exceeded those of the past few years except for tomatoes, which were lower. It is believed that owing to the increased value of tin, boxes and, indeed, everything connected with canning, the prices next year will be fully 20 per cent. higher. In consequence of the peach crop in Maryland being a complete failure the pack of them was exceedingly small, and it would seem that for several years the seasons have been most unfavourable for the growth of this fruit. Pine-apples were in great request, but packers could not meet the demand, and consequently the prices were very high.

**Tin-plate and the canning industry.**

Although there had been a considerable rise made during 1899 in the price of tin-plate by the tin-plate trust, it was not seriously felt by the consumers as it amounted to about ¼ c. for each quart can, and there was no falling-off in the production in the industry itself. The price went up from 2 dol. 50 c. a box of 100 lbs. to 4 dol. 65 c. It is said by a very good authority in canning that the quality of American tin-plate is superior to the British, owing to the processes and machinery in the United States being superior, and if British firms wish to regain their

former trade they must adopt American methods. The same authority states that within the past nine months the tin-plate manufactured by the trust had deteriorated very much, and that instead of the plate being coated with 5 per cent. of tin only 2½ per cent. was now applied. The price had increased although the quality had decreased.

In 1898 the cost of tin-plate bars was 16 dol. a ton, and it was 36 dol. in 1899. Pig-tin, which was in the former year 14 c. per lb., last year cost 33½ c., and a box of tin-plate rose from 2 to 4 dol. 65 c. a box. The advance in prices is said to have been caused by the increase in the demand for the manufactured product. Another cause is stated to be the high wages paid to the workmen. They are paid by piece-work, and a toller man earns from 10½. to 15½. a week.

Advance in  
the price of  
tin-plate.

The increased demand seems to have increased the importation over 3,500,000 lbs.

Owing to the unusual demand in 1899 for coal the miners in the Georges Creek—Cumberland district—asked for an increase of 10 c. per ton, and their request was acceded to. The miners in West Virginia have given notice that on the termination of their contract on April 1, 1900, they will demand an advance of 15 c. per ton.

In 1899 the railroads to the mines were unable to provide cars sufficient to carry the coal, and the supply was from two-thirds to three-quarters less than the demand.

The prices under the contracts of 1899 were about the same as in 1898, namely, about 1 dol. 75 c. f.o.b. at tide water. The coal brought at the mines 90 c. a ton in Maryland, 75 c. in Virginia, 85 c. in West Virginia, and 90 c. in Kentucky. The price at tide water will be 2 dol. 75 c. in 1900 and perhaps higher.

West Virginia's coal production for 1899 was 18,000,000 tons, an increase of 4,000,000 tons over 1898. Maryland produced 4,500,000 tons; Kentucky, 3,000,000 tons; and Virginia, 2,000,000 tons; all show considerable gains in the output over 1898, with the exception of Kentucky, which fell behind some 600,000 tons.

The export of coal from these States amounted in the aggregate to 610,000 tons.

Exportation  
of coal.

It is evident that the Baltimore and Ohio railroad shortly expects to carry coal over its lines for exportation on a large scale. It has in course of construction at Curtis Bay, near Baltimore, a dock 800 feet long and 70 feet wide, which will be provided with the most modern appliances for loading vessels, and it is expected that eight can easily be loaded with coal at a time. About 60 locomotives and 2,000 50-ton steel hopper cars are being built for the traffic.

The severe winter of 1898-99 prevented the growers from stripping and handling their crops of tobacco until the spring, and the yield and quality were in consequence injuriously affected. Prices for foreign markets were from 2 to 12 c., the average being much lower than in the preceding year. The French Government took

Leaf tobacco.



12,000 hogsheads. The ground crop was not of a good colour, and amounted to about 2,800 hogsheads, and was sold for from 1½ to 9 c. The upper country tobacco amounted to about 1,100 hogsheads, and was even of poorer quality. The character of the Ohio crop was good and of fine grades.

Below are given the statistics of receipts and shipments at the inspection warehouses:—

	Maryland.	Ohio.	Total.
Stock, January 1, 1899 ..	6,104	5,386	11,490
Receipts in 1899 ..	31,482	7,224	38,706
Total ..	37,586	12,610	50,196
Shipments in 1899 ..	-30,797	9,900	40,697
Stock, January 1, 1900 ..	6,789	2,710	9,499

#### Coffee.

The coffee trade was considered satisfactory during 1899. The prices ranged from 6½ c. at the beginning of January to 7 c. for No. 7 coffee at the end of the year. The lowest price, 5½ c. was reached during September. The receipts for the year 1899 amounted to 222,526 bags against 172,786 bags in 1898, being an increase of 49,740 bags. This does not show what actually was received at Baltimore, as a considerable quantity comes via New York.

#### Lumber.

The foreign demand for lumber in 1899 was very large. The exports from the Atlantic and Gulf ports reached the enormous quantity of 1,200,000,000 feet, the principal wood being yellow pine. The increase in price was from 20 to 60 per cent., and the average was 33 per cent. The better grades, such as those used in the planing mill, car shops, and general manufacturing, commanded the highest prices. The exports of lumber from Baltimore in the past year exceeded 1898 by over 7,000,000 feet, and nearly 69,000,000 feet were used in the local and interior trade at an increased total value of 3,500,000 dol. The total quantity of lumber received in the city by water and railroad was 338,205,000 feet. The estimated value of the local business for the year was 8,505,000 dol.; the value of the exports was 2,539,906 dol., and the total value, including shipments made direct from mills to other points, was over 15,000,000 dol.; 69,024,000 feet of lumber and logs were exported, and 2,505,917 pieces of staves and beadings in 1899.

The following statement shows the quantity, value, &c., of the lumber exported in 1899:—

Destination.	Timber, Logs, &c.		Boards, Planks, and Scantlings.		Staves and Headings.		Manufactures.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	Feet.	Dollars.	Feet.	Dollars.	Number.	Dollars.	
England ... ..	2,963,000	111,607	28,110,000	838,446	411,948	24,212	113,174
Scotland ... ..	804,000	29,522	9,358,000	265,989	128,459	8,626	45,221
Ireland ... ..	100,000	4,448	1,158,000	39,239	7,664	300	25,325
France ... ..	1,111,000	35,872	2,219,000	63,579	63,588	3,582	45,373
Germany ... ..	5,447,000	219,955	4,041,000	124,088	52,896	2,057	40,153
Netherlands ...	1,330,000	38,225	4,648,000	129,920	1,714,123	82,590	24,636
Belgium ... ..	1,642,000	38,112	4,591,000	122,912	127,239	8,234	5,444
British West Indies	...	...	609,000	11,020	...	...	15,514
Cuba ... ..	...	...	166,000	3,372	...	...	2,086
Colombia ... ..	...	...	73,000	1,667	...	...	852
Argentine Republic	...	...	617,000	8,606	...	...	...
Denmark ... ..	...	...	37,000	785	...	...	...
Roumania ... ..	...	...	...	...	...	...	150
Santo Domingo ...	...	...	...	...	...	...	7
Total ... ..	13,397,000	477,742	55,627,000	1,614,623	2,505,917	129,600	317,943

At the close of 1899 prices of cotton were 2 c. per lb. higher than Cotton. at the end of 1898, and it is believed that they will continue to rise. Up to the middle of March cotton was kept down in price, as it was believed that the crop would equal that of the previous year. It is now estimated that the yield will be between 9,000,000 and 10,000,000 bales, but there are others in the trade who think that the former figures will not be reached. The highest price of the year, which was got at the end of October, was  $7\frac{3}{8}$  c. and the lowest was  $5\frac{1}{8}$  c. It was  $7\frac{1}{16}$  c. for middling at the end of 1899. There was a decided decrease in the receipts during the year. These were 356,133 bales compared with 421,878 bales in 1898. The foreign exports also decreased to the number of 144,649 bales; the quantity for 1898 being 338,256 bales, and in 1899 193,607 bales. The local mills used about 85,000 bales, and 65,000 bales were shipped coastwise.

On the whole, the Baltimore live stock trade has not been at all satisfactory during 1899. There has been a decrease in receipts at the stock yards of no less than 34,827 hogs, 443 calves, 952 horses, and 47,785 sheep. There has, however, been an increase of 561 and 379 respectively in the number of cattle and mules received. Live stock.

The export trade also suffered a decrease. In the case of cattle of 6,838, and in that of sheep of 11,112, compared with 1898. The figures were for that year 49,856 cattle and 31,178 sheep, and for 1899 43,018 cattle and 20,066 sheep. Annex 1 gives the value of live stock exports.

The receipts of live stock at the yards during the past two years are given in the following table:—

Nature of Stock.					Receipts.	
					1898.	1899.
Cattle	..	..	..	..	156,982	157,543
Sheep	..	..	..	..	872,156	324,371
Hogs	..	..	..	..	862,700	827,873
Calves	..	..	..	..	12,194	11,751
Horses	..	..	..	..	8,980	7,978
Mules	..	..	..	..	1,901	2,280
Total	..	..	..	..	1,414,863	1,331,793

Decrease in  
the number of  
live stock.

From the tables published by the Bureau of Animal Industry of the Department of Agriculture at Washington it would certainly appear that the stock of cattle in the United States is gradually decreasing. This would to a certain extent account for the retail price of meat, which has not been so high for many years, although the combination at Chicago has probably controlled the prices. According to the statistics at Washington, beef stock has decreased in the last 10 years about 30 per cent. In the year 1889 there were in the country 36,849,024 cattle; in 1898, 27,994,225; and in 1899 it is estimated there were only 25,800,000. The Tariff Law of 1897, which imposed a duty of 27.50 per cent. ad valorem on cattle, practically cut off the supply which formerly went to swell the herds of Texas, New Mexico, and Arizona, and this will undoubtedly account in a measure for the decrease mentioned. The high price at the present time of 26 dol. 50 c. per head (it was 15 dol. 21 c. in 1889) has been another factor in depleting the herds. Hogs have also greatly decreased. The Bureau of Animal Industry gives the number in 1890 as 50,625,106, and it is estimated that in the past year there were 35,500,000. Sheep, too, show a decided decrease. At the present time it is estimated that there are 38,000,000 in the United States, and there were in 1883 50,626,000. It is, however, satisfactory to observe that, notwithstanding the decrease in the number of cattle, the animals are heavier and better than they were in 1883.

Bicycles.

The combination of manufacturers called the "cycle trust" and the manufacturers who are not in it have disagreed. The former claims that it owns the patents necessary in the construction of all bicycles, and informed other manufacturers that they must pay royalties, but this the latter declined to do. The trust thereupon issued a circular warning manufacturers not to use, unless they paid for it, a certain patent, without which a bicycle of the model of the present time cannot be built, and threatening litigation. It is not thought, however, that the price of bicycles will rise.

Litigation  
between trust  
and out-side  
manufac-  
turers.

It is hopeless for makers in the United Kingdom to expect to get a share in the trade in this country unless they make lighter machines. From some little experience it is incomprehensible to me why they should be made so heavy. The roads in England are 100 per cent. better than they are in the United States, and there might be some excuse for it if the contrary was the case. Baltimore, with its badly paved and very hilly streets, probably tests a bicycle more than any city with which I am acquainted, but it would seem that the light machine, which is about a third lighter than the English, stands the work well. English bicycles should be made lighter.

A large trade would seem to have sprung up in fresh smelts Fish. sent from St. John, N.B., via New York. They are fine, selected fish, and nicely packed, and no doubt if these qualities are continued, a large market will be found in Maryland and the States immediately south.

The fishing by pound nets is given as a reason for the depletion of the rivers emptying into the Chesapeake Bay, and it is believed that rock fish and perch, which were once so abundant, will soon disappear, and that in a few years nothing but shad and herring will be left. If it were not for the millions of small shad placed annually in the Chesapeake by the State Fishery Commission, that fish would very soon disappear, because of the absolutely wasteful modes of fishing.

A very effective method of removing the scales from the shad is in use on the shores of the Chesapeake. When the fish are brought to the land in the sieve they are thrown into a small inclosure containing about 2 feet of water, with a bottom of coarse sand and fine gravel. In their struggles they rub against the sand and gravel, which soon remove the scales.

The crop of peaches in Maryland in 1898 was about a third of the average, but in 1899 the quality was inferior, and the yield was only about one-tenth of the usual crop. These two conditions were brought about by the severe blizzard which passed over the State in the month of February, and is believed to have frozen the sap in the trees. As a result, the Baltimore markets had to be supplied from Colorado. Notwithstanding these disheartening conditions, a company in the past year cleared 1,735 acres of virgin soil in the Allegany Mountains, and planted 181,000 peach-trees. It has now over 250,000 peach and plum-trees, and the orchards are probably the largest in the world. Fruit growing.

The average existence of a peach orchard in Maryland is from 10 to 16 years, and it is not until the fifth year of its growth that a fairly good crop can be had. Every other year a good yield is usually obtained. During 14 years the cost of land, cultivation, &c., of a 30 acre peach orchard planted with 100 trees is given as 1,500*l.*, and the sale of fruit as 9,275*l.*, leaving the handsome profit of 7,775*l.* Cost and yield of peach orchard.

During the month of August, 1899, pear blight was prevalent in some parts of Maryland. It causes the twigs and branches to dry up and fall off. No rapid and effective method, the State pathologist says, has yet been found to combat the disease, and he Pear blight

recommends the cutting of the branches from 12 to 20 inches below the lowest dead point or spot. He adds that the germs are carried from tree to tree by bees.

Petroleum.

The sinking of a petroleum well in Lewis county, West Virginia, which produced 2,000 barrels of oil a day, made a great excitement in the State in the month of November, 1899, and caused a rush to the county to secure land. The well, however, soon ran down to five barrels a day, and it is feared oil prospectors lost a great deal of money. Since oil was discovered in West Virginia about four years ago, 91 wells have been sunk in the district of Mannington, with an average daily production of 43 barrels each. The oil is of excellent quality.

The production of crude oil in West Virginia in 1899 was 13,892,906 barrels of 42 gallons each, equivalent to 583,502,052 gallons.

The quantity produced in Kentucky cannot be ascertained, but the production of that State, combined with Tennessee, amounted to 221,256 gallons in 1899.

There was no production in 1899 in Maryland or Virginia.

The average price at the wells for crude oil was 1 dol. 29 c. per barrel of 42 gallons.

Beet-sugar industry.

The result of the trials in the cultivation of the sugar beet by the Maryland Agricultural Experiment Station from 1879 to the present time, proves that the climate of the State is not favourable to its successful raising. The average quantity of sugar obtained was only 12 per cent., with a purity of less than 80 per cent. The temperature in the summer was found to be too high and the hours of sunshine not sufficiently long. This caused the beets to mature too quickly. The conclusion reached was that Maryland could not compete with the States further north, where the hours of sunshine were longer and the heat less severe.

Brass goods.

The manufacture of cast-brass goods for all purposes has increased very much, and gives employment to a large number of men. The amount of business done is estimated at 3,000,000 dol. Plumbers and gasfitters' supplies and church bells, which are sent all over the country and into Central America, are the principal articles made.

Copper.

Three veins of copper exist in the neighbourhood of Baltimore, but when the vast deposits of copper ore were discovered in the Western States, their working became unprofitable, and they are now all closed. As far back as 1817 smelting works existed in Baltimore, and one is at present in operation smelting ore almost entirely obtained from Montana. The copper is refined by an electrolytic process, and it is then cast in the form of cakes, ingots, or wire bars, and chiefly sent abroad. The quantity exported in 1899 being 91,286,813 lbs., an increase of over 5,000,000 lbs. compared with 1898. Sulphate of copper is used in this country for the manufacture of paris green and in dye works; it is sent to Europe for use in the vineyards. The sheet copper mill which is attached to the works is one of the

largest in the country, and produces also tinned and silver-plated copper.

It is gratifying to again report an increase of British shipping at Baltimore. In 1899 the number of vessels was greater by 31, and by 44,940 tons than in 1898. During the past five years there has been a steady rise in British shipping, and in 1899 it was almost double that of 1894, the figures being for the former year 743 vessels and 1,434,217 tons, and for the latter, 387 vessels and 638,851 tons. If it were not for the almost total cessation of shipping which followed the outbreak of war in South Africa, and the withdrawal of a number of steamers of the regular lines for transport service, it is believed that the tonnage of British shipping for the past year would amount to over 1,500,000 tons. It was, nevertheless, the greatest year for British shipping ever known at Baltimore. Shipping and navigation.

In the whole district there has been a substantial increase in the tonnage of vessels under the British flag; the total for 1899 was 3,072,507 tons, being 60,429 tons greater than the previous year.

The North German Lloyd and Hamburg American lines are still in sole possession of the passenger service between Baltimore and Europe. If it pays these lines to carry passengers, there is no good reason why a British line running first-class steamers should not secure a share of the trade. The distance of Baltimore from the sea has been put forward as an objection to the establishment of a line, but the run of from 8 to 10 hours in the smooth waters of the Chesapeake Bay, before reaching the ocean, should, on the contrary, be much in its favour. Passengers on the way down would be getting used to their surroundings and making preparations for the voyage instead of encountering rough water soon after going on board, as is usually the case while embarking at New York and other ports. It would seem that a large portion of the ocean passenger trade from the Western and South-Western States could be diverted to Baltimore should a proper service of steamers be provided. Ocean passenger service.

Although the shipbuilding industry was exceedingly prosperous in 1899, the Columbian Ironworks, probably the largest shipbuilding concern in Baltimore, went into the hands of a receiver, and the Charles Reeder Shipbuilding and Engine Company, for private reasons, closed its business. The former company is expected to be re-organised, and its works are still kept going. It has under construction for the United States Government a steel revenue cutter and the torpedo boat, "Tingey." The submarine boat, "Plunger," is still at these works, and it is reported that a board of naval officers has recommended the substitution of gas for steam as her motive power. Shipbuilding.

The tonnage and value of vessels built were greater than in any previous year; 44 vessels, of a total tonnage of 18,364 tons, and valued at 1,633,300 dol., were launched.

There is in course of construction in Baltimore a dry dock which it is believed will be of great benefit to the commerce of New dry dock.

the port. It is being built of timber, with concrete and granite entrances. The dimensions will be 600 feet long, by 60 feet wide at the bottom, 125 feet wide on top, with 23 feet of water on keel blocks. Should it be found necessary to enlarge the dock at any time, the construction will be such that this can be done at comparatively small expense. The cost will be over 300,000 dol., and the equipment will equal any dock in the United States. It is expected that it will be ready for use by August of 1900.

Savings  
banks.

The nine savings banks in Baltimore report a large increase in deposits and depositors for 1899. The following is a summary of their statements:—

	Amount.		Total.	
	Dollars	c.	Dollars	c.
Resources, January 1, 1899 .. ..	..		53,768,119	26
Received from depositors during the year .. .. .	..		17,619,097	69
Received interest on loans and dividends on stocks .. .. .	..		2,692,623	38
Total .. .. .	..		74,079,845	33
Paid to depositors, including principal and interest .. .. .	16,604,084	34		
State and city taxes .. .. .	142,308	51		
Salaries and expenses .. .. .	176,167	35		
Premium paid on bonds and stocks bought.. .. .	271,161	46		
			17,193,721	66
Resources, January 1, 1900 .. ..	..		56,886,123	67

Taking into account the interest earned by these banks, the accumulation was 3,128,653 dol., a very large increase over 1898, which amounted to 1,342,310 dol. The number of depositors was increased in the former year by 6,576, and in the latter by 2,614. The interest received by the savings banks on their investments was, deducting the amount charged for premium, 4 dol. 37 c. per cent.; expense and salary account, 33 c.; State and city taxes, 25 c. per 100 dol.; leaving 3 dol. 79 c. per 100 dol. for the depositors and the accumulation of a guarantee fund.

Combination  
of cotton  
duck manu-  
facturers.

Fourteen of the cotton duck mills, which control 90 per cent. of the production in the United States, consolidated last year. This would appear to have been effected by the large companies engaged in this industry in Baltimore, and with which the city has been so closely identified for over 50 years, and where about 60 per cent. of this kind of goods in the country are made. The combination embraced mills in Alabama, South Carolina, and Newhaven, Connecticut. It has been given the name of the Mount Vernon-Woodberry Cotton Duck Company, and has a capitalisation of 23,500,000 dol.

Combination  
of iron soil-  
pipe plants.

Another consolidation which Baltimore manufacturers have brought about is that of the principal firms engaged in the manu-

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# UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

COMMERCE OF CHICAGO.

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*Presented to both Houses of Parliament by Command of Her Majesty,*  
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## SURPLUS Products of Missouri for 1898. Marketed 1899.

Description.						Quantity.	Value.
							£
LIVE STOCK.							
Cattle .. .. .	Head .. .. .				911,725	6,992,932	
Hogs .. .. .	" .. .. .				3,612,636	7,255,700	
Horses and mules .. .. .	" .. .. .				89,949	792,288	
Sheep .. .. .	" .. .. .				462,405	351,430	
Poultry .. .. .	Pounds .. .. .				70,081,267	981,137	
FARM CROPS.							
Wheat .. .. .	Bushels .. .. .				7,271,343	1,017,988	
Corn .. .. .	" .. .. .				5,796,395	359,376	
Oats .. .. .	" .. .. .				891,403	44,570	
Flax seed .. .. .	" .. .. .				1,766,044	300,227	
Buckwheat .. .. .	" .. .. .				6,133	536	
Timothy seed .. .. .	Pounds .. .. .				4,021,503	28,776	
Clover seed .. .. .	" .. .. .				2,609,856	30,883	
Castor beans .. .. .	Bushels .. .. .				52,742	11,603	
Pop corn .. .. .	" .. .. .				3,375	337	
Cotton seed .. .. .	Pounds .. .. .				16,050,720	32,101	
Cotton .. .. .	" .. .. .				20,910,400	250,924	
Tobacco .. .. .	" .. .. .				1,083,375	17,334	
Broom corn .. .. .	" .. .. .				789,106	7,110	
Hay .. .. .	" .. .. .				136,000,501	109,880	
FRUITS AND VEGETABLES.							
Apples .. .. .	Barrels .. .. .				168,558	80,907	
Peaches .. .. .	Baskets .. .. .				183,761	9,988	
Strawberries .. .. .	Crates .. .. .				140,284	47,696	
Raspberries .. .. .	" .. .. .				9,615	3,475	
Blackberries .. .. .	" .. .. .				10,664	11,199	
Fresh fruit .. .. .	Pounds .. .. .				3,989,992	15,700	
Dried " .. .. .	" .. .. .				781,237	9,374	
Potatoes .. .. .	Bushels .. .. .				110,308	10,589	
Onions .. .. .	" .. .. .				83,451	8,345	
Melons .. .. .	" .. .. .				3,303,526	26,428	
Canned goods .. .. .	Pounds .. .. .				7,794,982	23,385	
Vegetables .. .. .	" .. .. .				3,384,723	8,660	
MILL PRODUCTS							
Flour .. .. .	Pounds .. .. .				349,721,479	1,510,796	
Corn meal .. .. .	" .. .. .				6,379,350	11,483	
Mill feed .. .. .	" .. .. .				85,989,103	128,983	
MISCELLANEOUS.							
Eggs .. .. .	Dozen .. .. .				33,985,325	678,706	
Butter .. .. .	Pounds .. .. .				4,081,833	114,291	
Cheese .. .. .	" .. .. .				626,069	13,773	
Game and fish .. .. .	" .. .. .				2,073,493	24,881	
Dressed meat .. .. .	" .. .. .				868,156	9,749	
Lard .. .. .	" .. .. .				431,860	4,730	
Tallow .. .. .	" .. .. .				1,456,970	17,483	

SURPLUS Products of Missouri for 1898. Marketed 1899--  
continued.

Description.					Quantity.	Value.
						£
<b>MISCELLANEOUS—continued.</b>						
Hides .. .. .	Pounds	8,447,865				178,270
Furs .. .. .	"	287,069				17,224
Feathers .. .. .	"	439,172				39,527
Molasses .. .. .	Gallons	220,124				13,207
Honey .. .. .	Pounds	56,256				1,687
Beeswax .. .. .	"	4,898				293
Whisky and wine ..	Gallons	387,703				155,081
Cider .. .. .	"	76,101				2,285
Vinegar .. .. .	"	141,877				5,675
Milk .. .. .	"	388,233				9,317
Wool .. .. .	Pounds	3,179,297				147,171
Nuts .. .. .	"	106,879				213
Nursery stock .. ..	"	4,965,805				52,960
Ice .. .. .	Cars	2,258				24,580
Tar .. .. .	"	42				2,520
Junk .. .. .	"	608				4,864
Linseed oil .. .. .	Gallons	5,864				703
Oil meal .. .. .	Pounds	67,335				202
Petroleum .. .. .	Gallons	16,330				261
Cob pipes .. .. .	Pounds	816,281				44,895
Sorghum seed .. ..	"	94,800				189
Roots .. .. .	"	16,266				325
<b>MINERALS.</b>						
Coal .. .. .	Tons	2,086,364				459,000
Lead ore .. .. .	"	70,538				625,483
Zinc ore .. .. .	"	160,186				923,632
Nickel ore .. .. .	"	2,000				56,000
Iron ore .. .. .	"	16,166				58,197
Pig-iron .. .. .	"	15,340				79,768
Pig-lead .. .. .	"	26,135				433,406
Spelter .. .. .	"	480				10,080
Tripoli .. .. .	Cars	148				1,095
Charcoal .. .. .	"	129				2,064
Stone .. .. .	"	6,546				166,268
Gravel .. .. .	"	9,805				29,415
Sand .. .. .	"	4,700				4,700
Fire clay .. .. .	"	2,550				25,500
Lime and cement ..	Barrels	1,016,419				111,806
Bricks .. .. .	"	34,853,489				45,409
Sewer pipe and tile ..	Cars	1,348				33,700
Stoneware .. .. .	"	143				5,720
<b>TIMBER.</b>						
Lumber .. .. .	Feet	386,651,211				831,299
Logs .. .. .	"	18,069,984				16,263
Walnut logs .. .. .	"	2,548,830				5,098
Cross ties .. .. .	"	3,513,185				210,791
Piling .. .. .	Feet	1,770,200				42,484
Cooperage .. .. .	Cars	5,400				432,000
Cord wood .. .. .	Cords	61,851				25,975

## KANSAS CITY.

Mr. Vice-Consul Young reports as follows :—

In considering the trade and commerce of Kansas City and surrounding district, it should be borne in mind that the city is essentially the railroad base and distributing point for the products of a very large agricultural and pastoral district, products of which are great and requirements of supplies correspondingly large. Manufactures on a larger scale than as at present located are bound to come in order to meet the demands of the neighbourhood, and reference is made below to certain lines where, in the not distant future, opportunities may be likely to occur for the profitable employment of capital.

It should also be understood that although Kansas City forms a port of entry any figures and calculations based upon custom-house reports are totally misleading, owing to the fact that much of the commerce enters through other ports of entry not being bonded through to Kansas City. In the following report, therefore, attention has not been given to the presenting of figures which would necessarily be unreliable and misleading.

The prosperity of a distributing point of this nature depends largely upon the general prosperity of the surrounding farming community, and for the past two years the grain trade and the trade in live stock have been in flourishing condition. Speaking generally, the commerce embraces on the one hand the import of all the articles required in a large agricultural and cattle-raising section with, in addition thereto, the requirements of cities of considerable size, which have sprung up in the district; and, on the other hand, the distribution from the district of its main products, whether live stock, food-stuffs in raw form, or in the form of packing house products. Mention may in particular be made of the large field as yet undeveloped in Oklahoma territory. Past experience has shown this territory to be susceptible of great development both in arable land and pasture, whilst rich coal deposits have here and there been tapped. General requirements  
Oklahoma.

The prosperity amongst farmers throughout Missouri, Kansas, and Oklahoma, which was noticeable in 1898, continued throughout last year. In no staple product was there any noticeable failure, and such crops as were hurt in any district failed through purely local causes; prices ruled on the whole favourably for farmers, and the outlook is to-day brighter throughout this Vice-Consular district than has been the case for some time. Crops.

The cattle industry has been in a flourishing condition, and prices have ruled high. The natural results of these conditions have been apparent in the increased purchase of necessities and comforts by the farming population, this entailing a brisk trade in distributing points such as Kansas City. Cattle.

The stock yards at Kansas City have been recently enlarged, and receipts have shown steady growth during 1899; several days' receipts exceeded the largest receipts previously recorded in any one day. Stock yards.

**Packing  
houses.**

The business done by the different packing houses has also been large, and all the packers have been increasing their plants. It should also be noted that an entirely new plant is being erected for the Cudahy Packing Company already doing a large business through their packing houses in Chicago and Omaha.

**Agricultural  
implements.**

The trade in agricultural implements has shown a very marked improvement, the farmers being in more prosperous condition and in possession of funds available for such requirements. The trade in goods of British manufacture in this line does not appear to be at all so great as might be the case. It is true that very special attention has been given by the American manufacturers to the trade, and competition would undoubtedly be keen; it is not apparent, however, that any sufficient attempt has been made by British manufacturers to compete, and the nature of the requirements does not seem to be appreciated. The essential element demanded in this market is lightness and rapidity of working. So many improvements in agricultural machinery are being from time to time effected that it hardly seems wise policy to place upon the market goods which achieve their superiority and durability from greatly increased cost in production; such costly machinery is frequently out of date long before it is worn out, and farmers cannot afford, therefore, to purchase. The trade would be difficult to secure, and if success in it can be achieved it can only be by carefully meeting the requirements of the market. These remarks apply to all kinds of harvesting machinery, implements, harness, &c.

**Seeds.**

An opening would appear to exist for the sale of British seeds, and perhaps special reference may be made to oats. In the course of an agricultural inspection during 1899 in Kansas, a field of oats was examined, part of which had been sown from seed imported from Scotland and the balance from local seed. The yield from the Scottish seed was 55 bushels to the acre, and that from the local sowing only 28 bushels.

**Dairy  
farming and  
poultry.**

Dairy farming is only beginning to receive attention, the farmers for the most part having been occupied with raising Indian corn and small grain, with the added industry of fattening cattle upon the corn. British farmers emigrating to this country would do well to give attention to dairy farms and poultry, as well as to corn-growing. A word of caution should also be given to any such emigrating farmers with respect to the varying valuations of farm lands where the difference is not always apparent to the eye. Intending settlers should make careful inquiry on the question of rainfall and other matters, as these make enormous differences in farm valuations.

**Wholesale  
trade.**

The wholesale houses of Kansas City all report excellent business throughout 1899; the prosperity amongst the farmers has induced large buying, and the dry goods houses, furniture dealers, boot and shoe manufacturers, and others report a prosperous trade. New shoe factories have during the year been started in Kansas City.

As to articles of British manufacture, mention may be made of plate glass, tin plate, binding twine, and various chemicals. The trade in Portland cement of British manufacture has shown a falling-off of late years without reasonable grounds therefor apparently existing, and the same is true of the trade in earthenware and crockery; good markets exist for all these products, and British manufacturers would do well to push their trade more actively.

Notice should be especially directed to the tea trade. Until <sup>Tes.</sup> of late years tea has been little used throughout this western country, but recently a large demand has grown up. This is a trade that ought to be exclusively in British hands, and energetic action now would be likely to result in acquiring a permanent and growing market.

An increased demand is also noticeable of late years in Scotch <sup>Liquor.</sup> whisky. This has come into favour, as opposed to American rye whisky, and a large and growing market is available.

Turning now to articles exported from Kansas City and <sup>Horses and</sup> adjoining territory, special attention should be given to the horse <sup>mules.</sup> and mule trade. The demand for transport mules for South Africa has been met from this point to a considerable extent. The breeding of mules is a matter which has received much attention in the State of Missouri, indeed the Missouri mule is recognised throughout the United States. Kansas City forms a favourable market for purchases in this line.

The packing house products are so well known that little need <sup>Packing</sup> be said upon the subject. The output from Kansas City is yearly <sup>house</sup> increasing, and packers are yearly giving increased attention to <sup>products.</sup> the meeting of the demand.

Opportunities also exist for the purchasing of food-stuffs in a <sup>Food-stuffs</sup> favourable market, and special mention should also be made of <sup>and feed.</sup> feed for stock. Hay of various kinds, oil-cake, and Indian corn can be purchased through Kansas City on favourable terms.

Mention should also be made of the great development that <sup>Zinc and lead</sup> has taken place within the last two years in the zinc and lead <sup>mining.</sup> mines in the Joplin district, in the south-west portion of the State of Missouri. During 1899 enormous excitement existed in Joplin; miners and speculators flocked to the district, and it was calculated that from 3,000 to 5,000 people were last summer living in tents at Joplin, the accommodation in the little town itself being totally insufficient. Lead and zinc are also supposed to exist in very paying quantities in adjoining districts in the northern part of the State of Arkansas, but this district has not yet been opened up by railroads, and the permanence of the veins has not been satisfactorily shown.

Oil and natural gas wells have been started in the south-east portion of the State of Kansas. Whilst the output has at times appeared encouraging, the results have not been altogether satisfactory, and there has been no such great success as was at one time hoped.

On the subject of shipping rates attention of exporters is <sup>Freight rates</sup> <sup>by Gulf.</sup>  
(547) B 2

directed to opportunities existing of reaching the surrounding markets by ports on the Gulf of Mexico, the most important points at present being New Orleans and Galveston. Great efforts are being made by the commercial interests in Kansas City to establish cheap rates with European markets through the Gulf. The Kansas City, Pittsburg, and Gulf Railroad was built with a view to establishing a trade in this direction. Great difficulty was experienced in connection with terminals on the Gulf, and it was sought to establish a new harbour at Port Arthur. The difficulty as to Gulf ports has been the establishing of deep-water harbours, and great expenses have been incurred to secure these. The railroad referred to has during 1899 passed into a receiver's hands, and a scheme of reorganisation is pending. It should be mentioned that particular attention has been given by the port of Galveston to the acquisition of deep water, and the problem has been successfully faced.

**Railroad enterprises.**

Amongst other railroad enterprises connected with Kansas City should be mentioned the Pecos Valley Railroad. This connects with the Atchison, Topeka, and Santa Fé Railroad from Kansas City, and acts as a feeder through the rich land of the Pecos Valley and large surrounding grazing country. The effect of this line, it is expected, will be to increase the cattle market of Kansas City.

A further project has recently been set afoot, though it is premature to refer to it definitely. This new railroad project contemplates building a direct short line through the northern part of Mexico, connecting Kansas City with the Pacific coast with a view to making a bid for eastern traffic.

**Opportunities for capital.**

Looking forward to possible future uses for British capital, it may be said that Kansas City appears to form a promising position for many manufactures. Whilst Kansas City is not favourably situated for hard anthracite coal, good fuel of a softer quality can be procured at no great distance and at a relatively cheap cost. Such subjects as the establishment of manufactures could be treated exhaustively only at great length, and the merest reference only can be made here.

**Cotton mills.**

It appears somewhat anomalous that the cotton product in the South is largely shipped to the mills in the New England States. It would appear that opportunities exist for the establishment of such mills either in Kansas City or at other points in this Vice-Consular district.

**Tanneries.**

Mention should similarly be made of possible investments in tanning factories. The stock yards and packing houses bring an enormous number of hides to Kansas City; these are shipped to the Eastern States, where they are tanned and returned to this market for manufacture, or shipped here again as manufactured articles. The difficulty has been in procuring suitable tan bark. In this connection certain experiments have been made with a view to growing canaigre as a substitute for the usual tan bark, but no definite results have yet been achieved or acted upon.

There are further manufacturing lines in which Kansas City might reasonably be expected to excel—in particular all manufactures from bone material, which the cattle industry here renders so abundant. Animal charcoal might be profitably manufactured with all its by-products, and various works in horn and bone might be established. **Bone material manufactures.**

As an instance of success attending the establishing of manufactures, it may be mentioned that a chemical company recently started for the manufacture of sulphuric acid and other chemicals necessary in manufactures has already had an advance sale of its entire product for at least 12 months ahead, and this in spite of the fact that its works are not yet completed or in operation. The chemical company referred to is situated near the large smelting works in Argentine (some 5 miles only from Kansas City), and the pyrites is thus cheaply obtained from the tailings shipped to the smelter. **Chemical works.**

In connection with the question of animal charcoal works, it should be mentioned that much attention has lately been given in parts of Nebraska to the growing of sugar beets, so that a market for the animal charcoal for sugar refining purposes might be secured, and again, the by-products, such as bone fertilisers, might any time be required locally, though at present these would require to be exported to find a market.

The finding of a market here for chemical fertilisers would not appear to be at present easy. It would be well, however, for British manufacturers to be ready to take advantage of any demand. Much of the agricultural land is being impoverished by constant cropping without rest or renewal by fertilising, and the time cannot be far distant when it will be necessary to take steps toward renewal of the fertility of the soil. **Fertilisers.**

In conclusion I desire to impress upon all manufacturers and merchants desiring to increase trade in this district that it is absolutely necessary to adopt vigorous measures. The American manufacturers and merchants are extremely active and energetic in pushing their articles by personal canvass, and without such vigorous action in a district where purchasers are accustomed thereto, no successful results can be expected. **Energy required.**

#### ST. PAUL, MINN.

Mr. Vice-Consul Morphy reports as follows:—

The City of St. Paul is the capital of the State of Minnesota. It is a port of entry, and the wholesale and banking metropolis and railroad centre of the Great North-West. It is situated 144 miles from Duluth, the extreme western point of navigation on the great chain of Lakes, ending with Lake Superior in Minnesota. **St. Paul the capital of the State and a port of entry.**

The population of Minnesota is estimated at 1,800,000; that of North Dakota, 220,000; South Dakota, 400,000; and Montana, (547) **Population of Minnesota, North and;**



South Dakota, 225,000. The population of the City of St. Paul is estimated at 180,000. The census of the United States will be taken this year, so that when the next report is made the exact population of the State and City can be ascertained.

The assessed valuation of taxable property in 1898 for the City of St. Paul was about 18,606,000*l.*, and for 1899, about 18,779,000*l.* The real estate sold during the past year amounted to 1,642,225*l.*

The receipts of goods through the custom-house for years 1898 and 1899 were as follows :—

		Receipts.	
		1898.	1899.
		£	£
Value of dutiable goods .. ..		196,326	278,949
Total duties collected .. ..		73,027	117,933
Value of free goods .. ..		24,352	16,036
Value of domestic exports .. ..		57,181	73,073

The wholesale and manufacturing business done for the year 1899 in St. Paul amounted to 36,200,000*l.*, as against 33,000,000*l.* for the year 1898.

The amounts of bank clearances in St. Paul for recent years are :—

Year.						Amount.
						£
1897 .. .. .						39,542,441 98
1898 .. .. .						44,221,114 40
1899 .. .. .						47,872,092 16

According to the latest returns of the Commissioner of Statistics, I find the following to be the total acreage and crops for 1895, and total acreage for 1896 :—

Total acreage and crops for 1895 and 1896.

	1895.			1896.
	Total Acreage.	Total Yield.	Average Yield.	Total Acreage.
Wheat.. ..	2,790,782	51,733,492	18.53	3,067,073
Oats .. ..	1,555,139	56,011,198	35.04	1,518,628
Corn .. ..	1,041,347	27,912,513	26.80	1,060,164
Barley.. ..	644,007	20,399,959	31.67	760,468
Rye .. ..	129,624	2,702,178	20.80	146,131
Potatoes .. ..	116,315	12,500,977	107.47	116,925
Buckwheat .. ..	8,040	106,890	13.29	9,790
Beans .. ..	7,534	79,321	10.50	6,138
Sugar-cane .. ..	3,476	Gallons. 199,415	Gallons. 57.37	2,372
Cultivated hay .. ..	353,514	Tons. 469,757	Tons. 1.32	360,000
Flax seed .. ..	451,159	4,648,989	10.25	401,785

It is estimated that 25 per cent. may be added to the above figures. The statistics are now being taken for the years 1897, 1898, and 1899.

In all branches of industry business has greatly improved in this district, and one of the most noticeable features of the prosperity now sweeping over the country is the total absence of the unemployed.

#### DENVER, COLORADO.

Mr. Vice-Consul Pearce reports as follows:—

The commercial growth of the State of Colorado and City of Denver for the year 1899 has been generally satisfactory.

The estimated population of the City of Denver is 170,000, an increase in 10 years of 63,000.

During the year 1,028 building permits were issued, and the total cost of new buildings was 428,375 $\frac{1}{2}$ l., an increase over 1898 of 87 permits, and 71,975 $\frac{1}{2}$ l. in cost. Buildings operations were limited almost entirely to the residential portions of the city, the houses erected being of a very substantial character.

The transactions in real estate for the year were 1,877,096 $\frac{1}{2}$ l., which is stated by real estate dealers to be a considerable increase over 1898, although figures for that year are not obtainable. In the latter part of the year a number of large sales were made, and, it is stated, at increased prices.

The records of the clearing-house of Denver for the year show a total of 35,639,295 $\frac{1}{2}$ l., an increase of 5,368,126 $\frac{1}{2}$ l. over 1898.

**Banks.**

At the close of the year the condition of the four national banks in the Denver clearing-house is given as follows:—

						Amount.
						£
Deposits	..	..	..	..	..	7,011,763
Loans and discounts	..	..	..	..	..	2,873,488
Resources	..	..	..	..	..	7,542,889

This shows an increase over 1898 of 1,236,592*l.* in deposits, 335,502*l.* in loans and discounts, and 978,957*l.* in resources.

The national banks of the State held in all 11,000,000*l.* deposits, and the State banks, including savings banks, 2,000,000*l.*, at the close of the year.

**General business.**

Bradstreet's Commercial Agency in Denver estimates that the gain made by the wholesale establishments of the city in the various branches of their business for 1899 has been as follows:—

						Per Cent.
Groceries	..	..	..	..	..	35
Dry goods	..	..	..	..	..	25
Shoes	..	..	..	..	..	25
Wall-paper	..	..	..	..	..	25
Mattresses	..	..	..	..	..	50
Hardware and iron	..	..	..	..	..	100
Overalls	..	..	..	..	..	30
Paints	..	..	..	..	..	20
Meats	..	..	..	..	..	30 to 40
Paper manufacture	..	..	..	..	..	15 to 25

It is stated that a corresponding gain was made in the general retail business of the city.

**Custom-house.**

The receipts of the custom-house at Denver for the year were 16,434*l.*, an increase of 5,794*l.* over the previous year.

**Post-office.**

The total revenue received at the Denver post-office for 1899 was 80,071*l.*, an increase over 1898 of 7,176*l.*

**Internal revenue.**

Colorado and Wyoming are included in one district for the collection of internal revenue, and the total amount collected in this district from the sale of revenue stamps for the year was 256,384*l.*, an increase over 1898 of 84,793*l.* This increase is largely due to what is known as the "war tax," imposed at the beginning of the war with Spain.

**Manufacturing.**

The following is a summary of the manufacturing industry, including the product of the smelting companies, for the years 1898 and 1899:—

Year.	Number of Men.	Amount of Wages Paid.	Value of Product.
1898 .. .. .	13,276	£ 1,487,488	£ 9,476,747
1899 .. .. .	14,795	1,779,150	10,053,527

From June 15 to August 13 two of the large smelting establishments of the city were closed on account of a strike of the workmen, who it is estimated lost 48,000*l.* in wages. Other branches of manufacturing, principally mining machinery and smelter supplies, were forced almost to a standstill on account of this strike, and the relief felt when the smelters resumed operations was general. The cause of the strike was the passage by the State Legislature of an eight hour per day law for all persons working in smelting works and mines. The workmen insisted on the recognition of this law, and demanded almost the same wages for eight hours per day's work as they had been receiving for 10 and 12 hours. Their demands were refused by the owners generally throughout the State. The law was finally declared unconstitutional by the State Supreme Court, when the smeltermen declared the strike off, and returned to work.

The total assessed valuation of taxable property in the State for the year was 42,040,577*l.*, an increase over 1898 of 3,591,961*l.* Taxable property.

Agriculture in Colorado was not so successful in 1899 as in the previous year, the crop yield as a whole being below the average. Practically the same acreage as in 1898 was cultivated, but the cold backward spring all over the State, and shortage in the water supply for irrigation, in some parts, is said to be responsible for the decrease in the product, the estimated value of which was as follows:— Agriculture.

					Value.
					£
Wheat .. .. .					576,000
Alfalfa .. .. .					1,200,000
Clover and timothy .. .. .					150,000
Natural grasses .. .. .					450,000
Corn, oats and barley .. .. .					600,000
Potatoes .. .. .					340,000
Garden products .. .. .					750,000
Dairy products .. .. .					1,012,934
Poultry and eggs .. .. .					520,600
Wool .. .. .					360,000
Hides .. .. .					230,000
Honey .. .. .					23,000
Total.. .. .					6,212,534

This shows a falling-off from 1898 of 100,970*l.*  
The first large establishment for the manufacture of sugar from beets grown in the State was completed in November last, and Beet sugar.

began operations. This industry promises to grow to large proportions, as the Colorado soil is well adapted to the cultivation of the sugar beet.

Fruit.

The report of the Secretary of the State Board of Horticulture shows that in the fruit-growing districts there are 126,669 acres planted in fruit as follows:—Apples 89,655, stone fruits 28,684, pears 3,125. The estimated value of the crop for the year is 900,000*l.*, an increase over 1898 of 100,000*l.*

Live-stock.

The year was satisfactory for the live-stock industry, and while the number of animals reported to be in the State at its close was not so large as in 1898, the value is much greater, owing to the advance in prices, which began early in the year, and was maintained to the close. It is said also that the grade of cattle was much higher than in any previous year, and that stockmen are paying more attention to feeding instead of allowing the cattle to take care of themselves, almost entirely, on the ranges, as has been the custom in past years.

The estimated number and value of live-stock in Colorado is as follows:—

					Number.	Value.
						£
Cattle .. .. .					905,000	5,430,000
Sheep .. .. .					1,810,000	1,086,000
Hogs .. .. .					33,000	59,400
Milch cows .. .. .					95,000	760,000
Horses.. .. .					190,000	1,026,000
Mules .. .. .					6,300	63,000
Total .. .. .						8,424,400

Increase in value over 1898, 736,760*l.*

The estimated value of live-stock received in Denver at the stock yards for 1899, compared with 1898, is given as follows:—

Year.			Value.			
			Cattle.	Hogs.	Sheep.	Horses.
			£	£	£	£
1899 .. .. .			1,701,984	214,185	131,857	20,502
1898 .. .. .			2,030,532	121,129	199,472	27,780

This shows a decrease in value of 328,548*l.* in cattle, 67,615*l.* in sheep, 7,278*l.* in horses, and an increase of 93,056*l.* in hogs.

Railroads.

The financial statements of the Colorado railways show very gratifying results to the managers and stockholders, the business done being from 10 to 25 per cent. greater than in the previous year. All the railways of the State are said to be in a good financial standing. Practically there has been no new railway

construction during the year, and the total mileage remains about the same as given in my last report.

There has been a large increase in the iron and steel production of the State for the year 1899 over that of 1898, as will be seen from the following statement issued by the Colorado Fuel and Iron Company, the only company in the State engaged in this business :—

Articles.	Quantity.	
	1898.	1899.
	Lbs.	Lbs.
Pig-iron .. .. .	198,802,750	215,640,332
Spiegel .. .. .	5,646,810	9,384,233
Steel rails .. .. .	164,894,272	164,939,223
Steel plates .. .. .	..	3,065,860
Merchant iron .. .. .	44,593,019	65,017,266
Castings .. .. .	13,957,319	16,916,912
Iron pipe .. .. .	1,638,874	16,031,572
Spikes, bolts, and nuts .. .. .	11,870,283	18,758,627
Iron ore .. .. .	449,625,650	494,625,650

The value of these products is 1,536,344*l*., an increase of 629,895*l*. over the previous year.

The figures furnished by the State inspector of coal mines Coal. show that the coal output for 1899 was 642,842 tons larger than in 1898, notwithstanding that the majority of the smelting establishments in the State were closed for two months on account of the strike. The increase is in part accounted for by the enlarged demand from neighbouring States.

The estimated value of the output, basing the average rate at the mines at 7*s*. per ton, is 1,750,000*l*.

TABLE showing Output of Coal by Counties during the Years 1898-99.

Counties.					Quantity.	
					1898.	1899.
					Tons of 2,000 lbs.	Tons of 2,000 lbs.
Arapahoe	..	..	..	..	514	439
Boulder ..	..	..	..	..	491,503	532,662
El Paso ..	..	..	..	..	43,388	67,729
Fremont ..	..	..	..	..	437,086	629,325
Gunnison ..	..	..	..	..	361,113	303,635
Garfield ..	..	..	..	..	240,981	132,086
Huerfano ..	..	..	..	..	553,196	606,615
Jefferson..	..	..	..	..	11,925	8,551
Las Animas ..	..	..	..	..	1,684,183	2,122,345
La Plata ..	..	..	..	..	107,705	116,577
Larimer ..	..	..	..	..	2,843	5,500
Mesa ..	..	..	..	..	19,167	23,823
Pitkin ..	..	..	..	..	182,927	176,106
Weld ..	..	..	..	..	22,506	31,436
Small mines, estimated..	..	..	..	..	10,000	10,050
Total ..	..	..	..	..	4,174,037	4,816,879

Coke. The coke production of the State for the year was 455,783 tons, an increase over 1898 of 9,858 tons.

Oil. There was no increase in the oil output for the year, the production being about the same as in the previous year, viz., 730,000 barrels of crude oil valued at 146,000*l*.

The Colorado demand for oil exceeds the production, and a large quantity is brought from Eastern fields.

Stone. The value of the production of stone and marble from the several quarries in the State for the year is estimated at 300,000*l*, a decrease from 1898 of 100,000*l*. More stone was used for building purposes than in the previous year, but it was of a cheaper quality, and prices were generally lower.

Mining. TABLE showing Value of the Output of the Mines in Colorado during the Year 1899.

						Value.
						<i>£</i>
Gold..	..	..	..	..	..	5,967,263
Silver	..	..	..	..	..	2,668,919
Lead..	..	..	..	..	..	928,306
Copper	..	..	..	..	..	370,845
Total	..	..	..	..	..	9,935,333

This shows an increase in gold of 1,331,811*l*., lead 49,323*l*., copper 4,545*l*. over the previous year; and a decrease of 222,395*l*. in silver, the net increase being 1,163,284*l*.

The average price of silver for the year was 59 $\frac{6}{10}$  c. per oz., as against 58 c. in 1898.

The lead and copper production for the year was not so large as in 1898, and the gain in valuation shown in these two metals is due to the advance in prices.

The decrease in the silver output is said to have been caused by the smelter strike.

Nearly all the mining districts of the State have shown an increased production of gold during the year. The Cripple Creek district in particular has not only furnished a greatly increased quantity of the precious metal, but extensive prospecting has indicated a much larger gold-producing area than was generally supposed.

The approximate yield from the Cripple Creek mines for the year, obtained from sources which may said to be reliable, was as follows:—134,250 tons of smelting ore contained 530,287 ozs. of gold, and 291,340 tons of milling ore contained 434,096 ozs. of gold, showing a gross value of 3,857,532*l*., an increase over the previous year of 1,027,532*l*.

STATEMENT of Values of Imports from the United Kingdom  
Entered at the Port of Denver during the Year 1899.

Articles.					Value.	
					£	s.
Indiarubber	..	..	..	..	1	0
Iron and steel	..	..	..	..	53	12
Jewellery	..	..	..	..	3,454	16
Wood, manufactures of	..	..	..	..	4	8
Earthenware	..	..	..	..	353	12
Cotton goods	..	..	..	..	437	8
Wool goods	..	..	..	..	115	0
Tobacco	..	..	..	..	19	8
Smokers' articles	..	..	..	..	67	8
Spirits	..	..	..	..	745	8
Wine	..	..	..	..	1,193	16
Tea	..	..	..	..	227	0
Effects	..	..	..	..	590	8
Toys	..	..	..	..	27	12
Books	..	..	..	..	123	8
Silk, manufactures of	..	..	..	..	23	12
Glassware	..	..	..	..	164	0
Live rabbits	..	..	..	..	96	12
Leather goods	..	..	..	..	15	16
Metal, manufactures of	..	..	..	..	86	0
Paintings, mosaics	..	..	..	..	48	12
Artificial flowers	..	..	..	..	48	4
Gloves	..	..	..	..	945	16
Chemical compounds	..	..	..	..	47	0
Stout	..	..	..	..	828	0
Olive-oil	..	..	..	..	48	4
Gutta-percha	..	..	..	..	2,173	4
Ginger ale	..	..	..	..	208	8
Cassocks	..	..	..	..	15	12
Musical instruments	..	..	..	..	88	8
Printed matter	..	..	..	..	4	0
Total	..	..	..	..	12,260	12



## RECORD of Imports from Great Britain for the Past 10 Years.

Year.	Value.	
	£	s.
1890 .. .. .	32,512	4
1891 .. .. .	26,008	16
1892 .. .. .	9,357	4
1893 .. .. .	6,003	16
1894 .. .. .	4,984	4
1895 .. .. .	6,481	4
1896 .. .. .	7,366	12
1897 .. .. .	4,275	8
1898 .. .. .	6,980	0
1899 .. .. .	12,260	12

## OMAHA.

Mr. Vice-Consul Hall reports as follows :—

Nebraska.  
General  
conditions.

It has been asserted by those well informed, that by comparison with any other State in the Union, Nebraska, in which Omaha is situated, leads in the production of cattle, swine, cereals and fruits, and furthermore that it compares favourably with any of the other States in its climatic and sanitary conditions, in its rural landscapes, and in its capabilities for the future. Whether this be true or otherwise, certain it is that Nebraska to-day stands close to the front in the ranks of those States whose conditions conduce to the greatest prosperity and happiness of their peoples.

Animals.

One of the prime causes of present prosperous conditions throughout the State is the increase of animal feeding and animal production. In September, 1899, it was estimated that there were being prepared for the Omaha markets over 2,250,000 cattle, while the number of swine exceeded 2,000,000, and sheep proportionately. The swine industry alone is credited with producing 13,000,000 dol. for the farmers of the State in 1899.

Hay.

Such a great number of animals require an immense amount of feed, and so the State is credited with growing 3,000,000 tons of hay valued at over 10,000,000 dol., while the corn crop is placed at 281,808,000 bushels, derived from an acreage of 8,240,000 acres.

Corn.

Oats.

In the production of oats the State ranks fourth in the Union.

Dairy.

The dairy industry has kept pace with other industries, the butter product for 1899 being 63,503,750 lbs. derived from the milk of 628,750 cows, valued at over 20,000,000 dol. In the last three years the number of creameries and skimming stations has doubled, numbering now about 276.

Butter.

Milk cows.

Creameries.

Horses.

Though the horse supply was estimated at 221,000, yet there was a shortage, and prices have correspondingly increased.

The outlook for the farmer, the stock feeder, and the stock raiser, was never better in Nebraska than it is to-day.

Sugar beets.

The sugar beet industry is being carefully fostered, and in the past year one large new factory has been put in operation, so that now there are three large complete plants in the State for the reducing of the vegetable to a marketable sugar product.

The statements about animals and grain naturally lead us to the great packing centre of the west, South Omaha, which records 1899 as its best year. At its five packing houses, employing 7,000 men, nearly 4,000,000 animals were slaughtered during the year, beating the previous year by several hundred thousand.

South Omaha packing houses.

The value of exported meat runs into millions of pounds, and recently large contracts have been filled for the British Government for shipment to South Africa.

Meat exports.

The Union Stock Yards Company, which deals with the animals brought to market, has 80 acres covered with pens, barns, sheds, &c., and is now preparing 20 acres more to meet increasing needs. The present capacity of the yard is estimated as follows :—

Stock yards.

Capacity.

					Number of Head.	Cars.
Cattle	..	..	..	..	15,000	620
Hogs	..	..	..	..	25,000	375
Sheep	..	..	..	..	15,000	70
Horses	..	..	..	..	1,000	50

These numbers are large, but it must be borne in mind that South Omaha is surrounded by the best corn producing area in the west, found in the States of Nebraska, Iowa, Missouri, and Kansas, and it is also the nearest market for the great cattle and sheep ranges of Colorado, Wyoming, Utah, Nevada, North and South Dakota, Montana, Oregon, Idaho and Indian Territory. It has also perfect railroad facilities to and from all points, and therefore, must necessarily be the objective for stock sellers.

Location.

The total number of cars of stock received and sent during the last five years is as follows :—

Receipts and shipments.

Year.					Receipts by Cars.	Shipments by Cars.
1895	..	..	..	..	39,884	11,796
1896	..	..	..	..	44,758	11,080
1897	..	..	..	..	59,823	15,547
1898	..	..	..	..	67,611	16,587
1899	..	..	..	..	68,770	12,545

The receipts and shipments of stock for 1899 were as follows :—

					Receipts.	Shipments.	Total Valuation.
							Dollars.
Cattle	..	..	..	..	837,563	288,474	35,149,800
Hogs	..	..	..	..	2,216,452	25,999	21,042,500
Sheep	..	..	..	..	1,086,319	342,247	4,360,000
Horses and mules	..	..	..	..	34,255	30,191	1,646,064

<b>Omaha. General conditions.</b>	In the City of Omaha, the capital of the State, the same prosperous conditions prevail as in South Omaha and the State generally. Manufacturers and jobbers report increased demand for goods at steady profitable prices and new industries are constantly springing into existence. The most noticeable improvement has been in the agricultural implement line, two of the largest outside manufacturers having erected large warehouses for handling their goods, the increase in business being from 30 to 50 per cent.
<b>Agricultural implements.</b>	
<b>Railroads.</b>	The railway companies all report an increase in earnings for 1899, and much improvement has been made in rolling-stock, equipment, and buildings. The Illinois Central Railroad has completed its line into the city, and adds another to the many lines now running between Omaha and Chicago.
<b>Illinois Central Railroad.</b>	
<b>Great Northern Railroad.</b>	It is reported that the Great Northern Railroad is now buying right of way, and that it will have terminal facilities in Omaha before the close of 1900. This will give additional means for shipment of grain, &c., to the Great Lakes and thence by boat to the seaboard.
<b>Imports.</b>	The value of imported goods for 1899 was about 250,000 <i>l.</i> , and
<b>Exports.</b>	of the direct exports about 30,000 <i>l.</i>
<b>Imports from United Kingdom.</b>	From the United Kingdom there were received about the same kinds and quantities of goods as in 1898.
<b>Real estate.</b>	The real estate transfers show that many lots were bought for the building of homes, which indicates permanent growth. The aggregate of transfers was 1,500,000 <i>l.</i> , being an increase over the previous year of 250,000 <i>l.</i>
<b>Buildings.</b>	In building operations the year shows an increase over 1898 of about 100 per cent. The predominant feature was the large number of houses erected by business and professional men, over 175 being built, each costing from 500 <i>l.</i> to 10,000 <i>l.</i>
<b>City bonds.</b>	The city's finances are in good shape, the 4 per cent. bonds issued during the year being sold at a premium of 9½ per cent.
<b>Death-rate.</b>	The city keeps up its reputation as a health resort, the death-rate being only 5.59 per 1,000 of population.
<b>South Dakota. General conditions.</b>	In South Dakota conditions generally have improved in the past year.
<b>Agriculture.</b>	More agricultural lands have been put under cultivation, and there has been an increase in farm products, and also in the number of cattle and other animals fitted for market.
<b>Cattle.</b>	
<b>Gold-mining.</b>	In the leading feature of the State—gold-mining—the year shows a product valued at 1,224,000 <i>l.</i> , which is an increase over the previous year.
	With regard to Nebraska and South Dakota, I can repeat the statement made at the close of my last report, and it is safe to predict even better things for the future.

No. 2414.

Annual Series.

*Reference to previous Report, Annual Series No. 2239.*

*Report on the Commerce of Chicago for the Year 1899*

By MR. CONSUL WYNDHAM.

(Received at Foreign Office, April 12, 1900.)

Chicago has had a very successful year in general commerce, General and under ordinary circumstances the present year should show remarks. greater developments than have been as yet attained.

The chance of position has made Chicago the greatest railroad centre of the United States, its port on the lake and opening for commerce by water have made it one of the most important shipping ports of the world, as regards tonnage and number of vessels entering and clearing at its ports of North and South Chicago.

The bank clearances of Chicago exceed those of any other Bank city in the United States other than New York. Its post-office clearances. for volume of matter handled and business done is again second, New York being first.

The shipping at the port of Chicago is as follows:—

Shipping.

VESSELS Entered and Cleared at Chicago during the Year 1899.

				Number of Vessels.	Tonnage.
Entrances	..	..	..	8,048	6,281,355
Clearances	..	..	..	8,126	6,317,884

The principal cargoes carried by vessels entering the ports of Chicago and South Chicago consisted of lumber (from Canada), tea, merchandise and iron, and the clearances were of grain, flour, prepared lumber, and iron.

The trade is as yet almost confined to lake traffic, in the service of which there are, among others, some 50 or 60 vessels of over 5,000 tons burthen; what this trade will be when the proposed channels are opened allowing vessels to come in from European ports time alone can show.

The statistics of imports and exports in detail I have not been  
(547)

able to obtain, although through the courtesy of the Collector of Customs I can give some items of interest.

In the year 1897 the total imports at the Chicago custom-house amounted to 2,100,000*l.*; 1898, 2,110,744*l.*; 1899, 2,941,750*l.*; or an increase in two years of 841,750*l.*

The imports from the United Kingdom show a falling-off, but as the figures are incomplete it is difficult to state the cause or in what particular article the falling-off is most noticeable.

**Cement.**

Cement is not mentioned at all as imported from the United Kingdom, and little from Germany or Belgium. This may be accounted for by the fact that large cement factories have been established in the State of New Jersey and at Chicago. The Portland cement factory at Henmoor, Hanburg, has become largely interested in the German-American cement works at Chicago which will shortly commence work.

**Imports.**

The following appear to be the openings worth the consideration of British merchants:—

**Automobiles.**

Automobiles are in great request, and very good machines are manufactured at Chicago, but enterprising makers might find an opening here.

**Cutlery.**

Good Sheffield cutlery put up in cases for wedding presents, &c.

**Electro-plate.**

Electro-ware in services, canteens or households would readily sell.

**Lace.**

A market for Irish and English lace could be found, and if a good exhibit of such goods were placed in the hands of a reliable firm the result would probably be very satisfactory.

**Whisky.**

Scotch and Irish whisky is being more generally consumed, and good brands placed in proper hands should sell well. There is a considerable amount of falsification of brands and much spurious Scotch and Irish whisky is sold so that manufacturers should be sure of their agents.

**Machinery.**

Competition in machinery is very difficult, and everything is against the foreigner in this class of trade, solicitation and agents who seek to meet the requirements of the market alone can succeed, books and price-lists are totally thrown away; the manufacturer who goes himself or sends a competent person to see what is wanted, to take orders, or give estimates at short dates for delivery would succeed.

It is practically impossible for a report of this kind to touch on all the different trades, and openings for business so that only a general idea of the amount and nature of trade done in a district can be shown, but merchants should be advised to write to this Consulate and ask, each one in his own branch, what he wants to know, and if there is an opening for his goods or for agents for his wares, the Consulate could in this way in each case, after looking over the ground, see what could be done, and would gladly tender every assistance. Of course there are many who do now put themselves into communication with the Consulates, but the number is small compared to the advantages to be obtained.

## STATEMENT of Imports from the United Kingdom in 1899.

Imports from  
the United  
Kingdom.

Description.		Quantity.	Value.
			£
<b>ARTICLES FREE OF DUTY.</b>			
American products returned .. ..	..	..	4,695
Books, &c., printed over 20 years, foreign languages, &c. .. ..	..	..	6,964
Chemicals, carbonate and caustic potash .. ..	Lbs. ..	193,952	1,511
Do. all other free .. ..	..	..	2,405
Coffee .. ..	Lbs. ..	162,454	3,655
Hides and skins, calf-skins .. ..	" ..	173,960	4,590
Household and personal effects .. ..	..	..	398
Needles, sewing .. ..	..	..	3,703
Oils, expressed, &c. .. ..	..	..	9,313
Do. essential, &c. .. ..	..	..	87
Platinum, sheets and wire .. ..	Lbs. ..	81	3,682
Seeds, flower, &c. .. ..	..	..	2,778
All other free goods .. ..	..	..	20,525
Total free goods .. ..	..	..	64,306
<b>ARTICLES DUTIABLE.</b>			
Animals, horses .. ..	Number ..	2	40
Art works, paintings, &c. .. ..	..	..	310
Bone and horn manufactures .. ..	..	..	892
Books, music, maps, &c. .. ..	..	..	3,290
Breadstuffs and food preparations .. ..	..	..	490
Bristles, prepared .. ..	..	..	365
Brushes .. ..	..	..	2,215
Buttons .. ..	..	..	10
Chemicals, chloride lime .. ..	Lbs. ..	152,400	1,045
Do. mineral waters .. ..	Gallons ..	375	35
Do. soda, caustic .. ..	Lbs. ..	645,985	2,750
Do. sal, soda .. ..	" ..	52,204	95
Do. all other .. ..	..	..	4,235
Clays or earths .. ..	Tons ..	256	505
Clocks and parts .. ..	..	..	55
Do. watches, and parts .. ..	..	..	3,900
Cocoa, prepared .. ..	Lbs. ..	1,368	85
Cottons and manufactures, cotton cloth	Yards ..	2,005,683	51,995
Do. ready-made clothing .. ..	..	..	1,360
Do. knit goods, hose .. ..	..	..	3,375
Do. laces and embroideries .. ..	..	..	37,363
Do. all other manufactures .. ..	..	..	27,456
Earthenware china, plain .. ..	..	..	20,470
Do. decorated .. ..	..	..	72,095
Do. all other .. ..	..	..	410
Fibres and manufactures, bagging .. ..	..	..	360
Do. threads, &c. .. ..	Lbs. ..	6,552	655
Do. plain woven fabrics .. ..	..	..	830
Do. handkerchiefs .. ..	..	..	30,955
Do. oilcloth, linoleum .. ..	..	..	4,880
Do. yarns .. ..	..	..	100
Do. all other manufactures .. ..	..	..	190,300
Fish, herrings, salted .. ..	Lbs. ..	76,250	710
Do. all other .. ..	..	..	655
Fruits, dates .. ..	Lbs. ..	108,333	720
Do. figs .. ..	" ..	234,849	1,870

STATEMENT of Imports from the United Kingdom in 1899—  
continued.

Description.		Quantity.	Value.
			£
ARTICLES DUTIABLE—continued.			
Fruits, oranges .. .. .	Lbs. ..	..	70
Do. raisins .. .. .	Lbs. ..	47,295	820
Do. prepared .. .. .	.. ..	..	15
Do. nuts, almonds.. .. .	Lbs. ..	6,816	15
Do. all other .. .. .	.. ..	..	1,005
Furs, dressed, &c. .. .. .	.. ..	..	13,040
Ginger ale .. .. .	Dozen ..	25,656	3,955
Do. club soda .. .. .	" ..	4,200	655
Glass bottles, decanters, cut .. .. .	.. ..	..	240
Do. common window .. .. .	Lbs. ..	15,014	145
Do. plate, cast, looking-glass .. .. .	Sq. feet ..	9	15
Do. all other manufactures .. .. .	.. ..	..	100
Hats, bonnets, chip materials for .. .. .	.. ..	..	370
Indiarubber .. .. .	.. ..	..	1,555
Iron and steel, manufactures, plates.. .. .	Lbs. ..	54,407	2,350
Do. tin-plates .. .. .	" ..	2,732,496	14,470
Do. wire and manufactures .. .. .	" ..	206,648	2,615
Do. anvils .. .. .	" ..	98,349	1,265
Do. cutlery.. .. .	.. ..	..	3,500
Do. machinery .. .. .	.. ..	..	405
Do. all other .. .. .	.. ..	..	2,505
Jewellery and precious stones, diamonds .. .. .	.. ..	..	3,515
Do. other precious stones.. .. .	.. ..	..	210
Do. .. .. .	.. ..	..	950
Lead, manufactures .. .. .	.. ..	..	350
Leather, skins for morocco .. .. .	.. ..	..	265
Do. uppers .. .. .	.. ..	..	280
Do. gloves .. .. .	.. ..	..	3,160
Do. all other .. .. .	.. ..	..	420
Malt liquors, in bottles .. .. .	Gallons ..	40,607	9,140
Marble, manufactures.. .. .	.. ..	..	20
Do. stone, manufactures .. .. .	.. ..	..	55
Metal, manufactures .. .. .	.. ..	..	4,120
Musical instruments .. .. .	.. ..	..	605
Oils, expressed, &c. .. .. .	.. ..	..	855
Do. essential, &c. .. .. .	.. ..	..	445
Paints and colours .. .. .	.. ..	..	4,440
Paper and manufactures .. .. .	.. ..	..	5,950
Perfumery and cosmetics .. .. .	.. ..	..	455
Pipes and smokers' articles .. .. .	.. ..	..	300
Provisions, meat preparations .. .. .	.. ..	..	4,340
Do. cheese .. .. .	Lbs. ..	341	30
Salt, in packages .. .. .	" ..	23,729,780	19,690
Seeds, garden .. .. .	.. ..	..	1,705
Silks and manufactures, wearing ap- parel .. .. .	.. ..	..	2,980
Do. dress and piece .. .. .	.. ..	..	1,265
Do. laces and embroideries .. .. .	.. ..	..	2,720
Do. ribbons .. .. .	.. ..	..	25
Do. all others .. .. .	.. ..	..	5,910
Soap .. .. .	.. ..	..	15
Spices, ground .. .. .	Lbs. ..	7,879	105
Spirits, whiskey, gin .. .. .	Gallons ..	50,686	20,055
Sponges .. .. .	.. ..	..	725
Straw, manufactures .. .. .	.. ..	..	95
Sugar, granulated .. .. .	.. ..	..	15

STATEMENT of Imports from the United Kingdom in 1899—  
continued.

Description.		Quantity.	Value.
			£
ARTICLES DUTIABLE—continued.			
Tea .. ..	Lbs. ..	457,384	18,040
Tobacco, manufactures .. ..	.. ..	..	65
Toys, dolls, &c... ..	.. ..	..	150
Vegetables, pickles, sauces .. ..	.. ..	..	3,850
Do. natural state .. ..	.. ..	..	630
Do. prepared .. ..	.. ..	..	490
Wines, champagne .. ..	Doz. quarts	136	515
Do. in casks .. ..	Gallons ..	31	10
Do. in cases .. ..	Dozen ..	180	425
Wood furniture .. ..	.. ..	..	200
Do. manufactures, all other .. ..	.. ..	..	760
Wool, manufactures, carpets, rugs .. ..	Sq. yards ..	4,244	4,210
Do. apparel .. ..	.. ..	..	3,775
Do. cloths .. ..	Lbs. ..	57,345	12,815
Do. dress goods .. ..	Sq. yards ..	51,561	3,380
Do. knit .. ..	.. ..	..	1,460
Do. shawls .. ..	.. ..	..	2,505
Do. all others .. ..	.. ..	..	2,575
All other dutiable articles .. ..	.. ..	..	4,940
Total dutiable .. ..	.. ..	..	671,992

ST. LOUIS, MISSOURI.

Mr. Vice-Consul Bascome reports as follows:—

The increase in the trade and commerce of St. Louis reported a year ago was well maintained during the year 1899. From nearly every line of business increase is reported. There has been an appreciation in prices of most commodities, the most conspicuous being probably in iron and in material of all kinds for building. It would appear as though the price at factory of finished products has increased in equal proportion to the advanced rates for raw material, and a considerable though not general advance in wages. In other words, manufacturers generally report a good year, with heavy orders on hand which will keep them busy for several months, regardless of future developments. Financial circles report an abundance of money for legitimate commercial purposes, and there has been no difficulty in obtaining real estate loans on good security. Five per cent. money has been plentiful, and the rate on large transactions on town property has varied from this figure to as low as 4 per cent. Transactions of exceptional magnitude were closed during the year, including the purchase of street railroads and large factories. The financial operations of the year were of exceptional magnitude, and this is reflected in the bank clearings which aggregated 327,669,640 $\frac{1}{2}$ ., an increase of nearly 40,000,000 $\frac{1}{2}$ . over the total of 1898, which in turn was

Trade and  
commerce.

Banks and  
Trust  
Companies.



largely in excess of the best previous record. Ten years ago the clearings were less than 200,000,000 $\text{\$}$ , showing an increase for the decade of about 130,000,000 $\text{\$}$  or 65 per cent. The number of banks has been decreased from 21 to 19 by consolidations, but the capital and surplus of the St. Louis banks at the end of the year showed a gain of more than 600,000 $\text{\$}$ , as compared with the total one year previously. The total resources of the 19 banks was greater by 2,200,000 $\text{\$}$  at the end of 1899 than of the 21 banks at the end of 1898. The number of trust companies was increased by the incorporation of a fifth, with a capital and surplus of 310,000 $\text{\$}$ . There has also been a considerable increase in capital in the four older trust companies, and the capital and surplus of the 19 banks and five trust companies is 7,426,552 $\text{\$}$ , as compared with 6,508,583 $\text{\$}$  at the close of 1898.

**New factories.** Early in December a company was incorporated for the establishment of a new tobacco factory. The capital of the company is 250,000 $\text{\$}$ , and it is expected to be in active operation before spring. Its plant is now being equipped to have a capacity of 50,000 lbs. a day, and it is stated that arrangements have already been completed for increasing this to 100,000 lbs. A steel and iron factory, an elevator and cold storage plant, and a cement mill, are three new local enterprises of exceptional magnitude, in which heavy expenditure has already been incurred, and which are expected to be in operation early in the current year. One of these plants alone will employ over 1,000 men, and without taking into consideration more or less reliable reports of other contemplated additions to the manufacturing and mercantile concerns of the city, a large increase in the number of men employed and wages paid may be relied upon for the year 1900.

A most important enterprise in connection with the river trade was announced in December. The Gulf Company which owns a large island in the Gulf of Mexico with an immense volcanic deposit of salt has organised a fleet of steamers and barges which will ply between the island and St. Louis. A dock and warehouse have been constructed at St. Louis at a cost of 4,000 $\text{\$}$ , and it is expected that the barges will be utilised for at least the coarser kinds of freight, as well as salt. St. Louis is to be the company's distributing point for the northern and western States.

**Agricultural implements and vehicles.** In agricultural implements the trade has shown a healthy increase over 1898. The increased demand for waggons denotes prosperity among farmers. This trade has been extended throughout the southern and western States and to Cuba and Porto Rico.

**Brewing.** The breweries have not increased their business to any great extent, the output for 1899 being 65,112,741 gallons, value 840,000 $\text{\$}$ .

**Clothing.** The clothing business has been prosperous and sales are reported at 600,000 $\text{\$}$  of the strictly clothing houses, while the estimated output including merchant tailoring establishments is calculated to be over 1,800,000 $\text{\$}$ .

**Cotton.** The movement of the cotton crop closes in September and the

export of the past crop to that date shows a gain of 47,000 bales over the previous year. The movement shows the following comparison for the two seasons :—

Country.	Export to August 31.	
	1898-99.	1897-98.
	Bales.	Bales.
United Kingdom .. ..	271,699	222,528
Germany and Austria-Hungary .. ..	32,216	11,798
France .. ..	6,843	1,934
Netherlands .. ..	573	500
Italy .. ..	22,521	9,104
Japan .. ..	12,977	11,863
Canada .. ..	30,384	72,123
Total .. ..	377,213	329,850

The last crop was large amounting to about 11,250,000 bales and prices ruled low.

The year 1899 is said to have produced a larger volume of Dry goods. business in dry goods than any previous year. The leading houses have representative buyers in all the manufacturing centres in the United Kingdom, France, Germany, Japan, and China. The business is in a healthy condition and a prosperous future is anticipated.

Furniture and kindred lines of business are reported to have Furniture. been very prosperous and the most satisfactory in the city's history. The total business of manufacturing, wholesaling and retailing is estimated at 6,000,000 $\text{\$}$ , marking the highest point in this branch of industry. The capital invested is about 700,000 $\text{\$}$  in some 50 factories. Prices have advanced and a gain in volume of over 25 per cent. is estimated.

The foreign commerce of the United States has received a Foreign commerce. great impetus aggregating for 1899 245,400,000 $\text{\$}$ , against imports of 139,400,000 $\text{\$}$ , leaving a balance of trade in favour of the United States of 106,000,000 $\text{\$}$ . St. Louis participated largely in this export trade, and is rated as the fourth manufacturing centre in the United States.

The exports from St. Louis of bread-stuffs are reported as Exports. follows :—  
Flour, wheat,  
corn, and  
oats.

To—	Quantity.			
	Flour.	Wheat.	Corn.	Oats.
	Barrels.	Bushels.	Bushels.	Bushels.
United Kingdom .. ..	422,699	20,333	295,353	..
Germany .. .. .	37,445	24,790	..	..
Scandinavia .. .. .	53,173	..	..	..
Netherlands .. .. .	71,927	..	..	..
Other European countries ..	1,885	..	..	..
Canada .. .. .	1,899	..	..	..
Cuba .. .. .	80,678	36,692	410,014	67,750
Central America .. ..	4,564	..	..	..
South America .. .. .	8,899	..	..	..
Egypt .. .. .	1,496	..	..	..
Mexico .. .. .	622	..	..	..
Seaboard .. .. .	53,586	690,295	9,831,631	42,949
Total by rail.. ..	743,373	772,110	10,536,998	110,699
.. by river .. ..	..	234,730	1,748,517	249,998
Grand total .. ..	..	1,006,840	12,285,515	360,697

These figures are for the year 1899 and show an increase in flour, but a decrease in wheat and other exports.

Groceries. The condition of the grocery business for 1899 was reported satisfactory. The distribution increased in some lines in 1899, sugar about the same as in 1898. Coffee about 11 per cent. increase. Syrups shows an increase of 47 per cent. and rice about 29 per cent.

The statistics taken from the reports to the Merchants' Exchange show as follows :—

Articles.		Receipts.		Shipments.	
		1899.	1898.	1899.	1898.
Sugar .. .. .	Hogsheads .. ..	697	728	80	567
	Barrels .. .. .	438,735	472,990	348,764	342,323
	Bags .. .. .	563,405	570,940	555,685	599,917
Coffee .. .. .	.. .. .	290,700	274,228	..	..
	Packages .. ..	..	..	406,363	366,168
Molasses and syrup ..	Barrels .. .. .	40,688	23,840	178,655	121,853
	Kegs .. .. .	2,006	1,148	114,862	118,250
Rice .. .. .	Bags and barrels	163,105	127,275	112,497	87,477

NOTE.—Prices have ruled low, although an increased business is shown.

Boots and shoes. The value of boots and shoes sold by manufacturers and jobbers during 1899 was 6,575,000/. The value of boots and shoes made in St. Louis during 1899 is estimated at 1,927,400/. The number of cases received in St. Louis in 1899 was 1,305,769. The number of cases shipped was 1,691,845. The growth of the trade is shown in the receipt of 295,098 more cases in 1899 than in 1898, and the shipment of 81,174 more cases in 1899 than in the previous year.

The lumber merchants state they have had a very prosperous Lumber. year's business with receipts of about 1,150,000,000 feet, and shipments of more than 630,000,000 feet. They have handled a larger quantity than any previous year, and shown a gain in both demand and prices.

A table of the comparative business in leading articles is Comparative appended for reference, also a table of the statistics of St. Louis Business in and its leading businesses, which gives general information in leading articles and condensed form. St. Louis

The State of Missouri (except the county of Buchanan) com- statistics. prises my district, and I have appended a table of the surplus State of products of 1898 marketed in 1899. Missouri.

The State is centrally located, it is the eighth in size, seventh Comparative in wealth, and fifth in population in the United States. It stands standing with first in production of mules, poultry, lead and zinc, and in the the other number and value of her herds of improved live stock; second States of the United States. in hogs and fruit; third in corn, cattle and horses, and area of improved lands and number of farms; ninth in coal production.

The total taxable property is in round numbers 250,000,000%, Taxable the actual cash value being about 700,000,000%. The value property and of the present annual surplus productions marketed is about surplus productions. 40,000,000%.

CUSTOM-HOUSE Transactions.—Condensed Classification of Commodities Imported into St. Louis during the Year ending December 31, 1899, showing Foreign Value and Duty Paid.

Commodities.	Value.			Duty.		
	£	s.	d.	£	s.	d.
Art works .. .. .	1,691	8	0	376	11	0
Books and printed matter .. .. .	1,176	8	0	400	12	0
Brushes .. .. .	1,150	16	0	297	14	0
Chemicals and drugs.. .. .	58,820	16	0	15,370	4	0
China and earthenware .. .. .	29,111	8	0	12,880	11	0
Cutlery .. .. .	16,108	0	0	8,282	11	0
Diamonds and precious stones .. .. .	14,187	12	0	1,600	19	0
Dolls and toys .. .. .	6,514	0	0	2,206	2	0
Fire-arms .. .. .	13,118	8	0	5,950	5	0
Fish .. .. .	20,259	12	0	5,688	7	0
Free goods .. .. .	60,137	0	0	..	..	..
Glassware .. .. .	4,209	12	0	1,897	5	0
Glass, window .. .. .	70,099	16	0	18,007	14	0
Hops .. .. .	18,960	0	0	6,312	19	0
Marble .. .. .	2,175	4	0	1,082	19	0
Manufactured corks .. .. .	14,211	0	0	3,572	7	0
" cotton .. .. .	51,892	0	0	42,224	10	0
" linen .. .. .	8,363	12	0	4,144	8	0
" leather .. .. .	3,765	4	0	1,415	17	0
" metal.. .. .	11,770	4	0	5,798	2	0
" paper.. .. .	19,159	4	0	5,171	14	0
" silk .. .. .	5,666	8	0	2,841	11	0
" wood .. .. .	1,043	12	0	365	12	0
Miscellaneous.. .. .	12,787	16	0	4,124	2	0
Paints, colours, and oils .. .. .	2,961	8	0	1,780	1	0
Rice, granulated .. .. .	10,280	8	0	1,622	0	0
Spirituous liquors .. .. .	4,206	8	0	4,341	11	0
Straw matting .. .. .	15,822	8	0	8,178	17	0
Tobacco and cigars .. .. .	25,616	16	0	24,918	5	0
Wines, sparkling .. .. .	25,842	16	0	13,777	13	0
Wire, steel .. .. .	28,138	0	0	11,163	14	0
Woollens .. .. .	5,091	0	0	4,624	3	0
Woven fabrics .. .. .	109,200	0	0	39,494	19	0
Tea .. .. .	8,149	8	0	814	19	0
Collections from all other sources .. .. .	..	..	..	5,644	18	0
Total, 1899 .. .. .	681,587	12	0	266,373	16	0
" 1898 .. .. .	540,150	0	0	243,303	11	8
Increase, 1899 .. .. .	141,437	12	0	23,070	4	4

## COMPARATIVE Business in Leading Articles at St. Louis during the Years 1898-99.

Articles.		Quantity.	
		1898.	1899.
Flour, receipts .. .. .	Barrels ..	1,358,088	1,514,315
Flour, amount manufactured ..	" ..	1,054,875	1,166,439
Wheat, total receipts .. ..	Bushels ..	14,240,252	10,423,163
Corn " .. .. .	" ..	26,733,962	23,344,475
Oats " .. .. .	" ..	10,725,380	12,606,835
Rye " .. .. .	" ..	571,707	454,790
Barley " .. .. .	" ..	2,001,911	1,409,474
All grain received (including flour reduced to wheat) ..	" ..	60,384,608	55,053,154
Cotton, receipts .. .. .	Bales ..	986,193	1,028,192
Bagging, manufactured .. ..	Yards ..	12,500,000	12,273,500
Hay, receipts .. .. .	Tons ..	127,263	175,820
Tobacco, receipts .. .. .	Hogsheads ..	48,618	66,302
Lead, receipts in pigs of 80 lbs...	Pigs ..	2,183,012	1,611,112
Hog products, total shipments ..	Lbs. ..	305,746,800	385,453,945
Cattle, receipts .. .. .	Head ..	795,611	766,032
Sheep " .. .. .	" ..	477,091	432,566
Hogs " .. .. .	" ..	2,136,328	2,117,144
Horses and mules, receipts ..	" ..	128,542	130,236
Lumber and logs " .. ..	Feet ..	964,468,110	1,148,124,000
Shingles, receipts .. .. .	Pieces ..	90,375,000	58,621,000
Laths " .. .. .	" ..	9,547,350	11,362,150
Wool, total receipts .. .. .	Lbs. ..	23,710,715	28,491,625
Hides " .. .. .	" ..	58,716,130	68,933,720
Sugar, received .. .. .	" ..	223,514,100	204,322,225
Molasses (including glucose), received .. .. .	Gallons ..	3,838,830	6,884,033
Coffee, received .. .. .	Bags ..	274,228	290,700
Rice, receipts .. .. .	Packages ..	127,275	163,105
Coal " .. .. .	Bushels ..	99,945,225	109,067,875
Nails " .. .. .	Kegs ..	572,847	589,980
Potatoes, receipts .. .. .	Bushels ..	3,108,696	3,463,560
Salt, receipts .. .. .	Barrels ..	383,120	427,020
" .. .. .	Sacks ..	48,280	73,755
" (in bulk) .. .. .	Bushels ..	451,540	581,280
Butter .. .. .	Lbs. ..	14,905,745	13,729,188
Freight of all kinds received and shipped .. .. .	Tons ..	20,948,337	23,742,080

## STATISTICS of Trade and Commerce of St. Louis during the Year 1899.

Area .. .. .	Square miles ..	62½
Population .. .. .	Number ..	650,000
Real estate and personal .. ..	Assessed value £	74,913,698
Bonded debt .. .. .	Amount ..	£ 3,900,677
Houses erected, 2,500 .. .. .	Value ..	£ 1,649,913
River front .. .. .	Miles ..	19
Public parks, 18 .. .. .	Acres ..	2,125
Paved streets, 435 miles .. ..	Cost ..	£ 5,100,000
" alleys .. .. .	Miles ..	110
Sewers, 487 miles .. .. .	Cost ..	£ 2,200,000
Conduits for underground wires ..	Miles ..	11½

STATISTICS of Trade and Commerce of St. Louis during the  
Year 1899—continued.

Water supply, capacity per day .. ..	Gallons ..	100,000,000
Receipts from water licenses .. ..	Amount £	285,812
Public schools, 125; teachers, 1,627; scholars, 76,244 .. ..	Cost .. £	1,000,000
New union station, covers .. ..	Acres ..	11
Railroad lines terminating in St. Louis ..	..	24
Street railroad, electric and cable, single track .. ..	Miles ..	450
Death rate .. ..	Per thousand ..	15.5
Revenue of the city from taxation .. ..	Amount £	1,074,599
Post office, cash receipts .. ..	.. £	373,401
.. letters originating in St. Louis ..	Number ..	115,962,600
Total tonnage received .. ..	Tons ..	15,272,482
.. shipped .. ..	.. ..	8,469,598
Manufactures, product, estimated .. ..	Amount £	68,000,000
Bank clearings .. ..	.. £	327,559,640
Banks and trust companies, capital and sur- plus .. ..	.. £	7,426,552
Tobacco, manufactured .. ..	Lbs. ..	68,673,197
Breweries, output .. ..	Gallons ..	65,112,741
Grain, receipts .. ..	Bushels ..	48,243,737
Flour manufactured .. ..	Barrels ..	1,166,439
Public elevators, 10; capacity .. ..	Bushels ..	8,700,000
Private .. 18; .. ..	.. ..	2,573,000
Lead received .. ..	Pigs ..	1,611,112
Cattle .. ..	Number ..	766,032
Hogs .. ..	.. ..	2,147,144
Sheep .. ..	.. ..	432,566
Horses and mules received .. ..	.. ..	130,236
Cotton, receipts .. ..	Bales ..	1,028,192
Dry goods, notions, and kindred lines ..	Sales .. £	12,000,000
Groceries .. ..	.. .. £	12,000,000
Boots and shoes .. ..	.. .. £	6,600,000
Tobacco and cigars .. ..	.. .. £	8,000,000
Hardware .. ..	.. .. £	5,400,000
Woodenware .. ..	.. .. £	1,600,000
Lumber .. ..	.. .. £	2,400,000
Candies .. ..	.. .. £	700,000
Beer .. ..	.. .. £	4,000,000
Clothing .. ..	.. .. £	600,000
Furniture and kindred lines .. ..	.. .. £	6,000,000
Stoves and ranges .. ..	.. .. £	500,000
Agricultural machinery and vehicles ..	.. .. £	3,000,000
Iron and heavy hardware .. ..	.. .. £	2,000,000
Paints and paint oils .. ..	.. .. £	1,100,000
Saddlery and harness .. ..	.. .. £	800,000
Hats, caps, and gloves .. ..	.. .. £	800,000
Drugs and kindred lines, including pro- prietary goods, druggist sundries and chemicals .. ..	.. .. £	6,000,000
Glass and glassware .. ..	.. .. £	1,000,000
Brick, terra-cotta, and clay products ..	.. .. £	600,000
Wool, receipts, 28,491,625 lbs. .. ..	Value .. £	2,400,000
Electrical machinery, goods and supplies ..	Sales .. £	4,000,000

APR 22 1901

No. 2423 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR  
DISTRICT OF NEW YORK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2256.

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*Presented to both Houses of Parliament by Command of Her Majesty,*  
MAY, 1900.

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*Report on the Trade and Commerce of the Consular District of  
New York for the Year 1899*

By CONSUL-GENERAL SIR P. SANDERSON.

(Received at Foreign Office, April 25, 1900.)

The year 1899 was one of increased production, higher prices, <sup>general</sup> and, in most instances, a material advance in wages; it may be <sup>remarks.</sup> said that the activity and prosperity from a commercial and industrial point of view, which were so marked a feature of the previous year, were fully maintained. The production of iron, which had reached its highest point in December, 1898, was still further increased, while the demand was such that in many cases the prices more than doubled; there was a great improvement in the demand for, and prices of, cotton goods, and although the woollen industry apparently made no progress during the first few months, the conditions in this branch of trade also improved later in the year. The traffic and revenues of the different lines of railroad increased largely, and there was a very considerable reduction in the number of commercial failures. On the other hand, the financial markets were all more or less disturbed, particularly during the last six months, and in December a panic developed. This was, however, of short duration, owing to the prompt action of the leading bankers, who authorised loans to the extent of 10,000,000 dol., while the Secretary of the United States Treasury decided to allow internal revenue receipts to accumulate in the banks to the aggregate amount, if necessary, of 30,000,000 to 40,000,000 dol. The panic was brought about by a series of unfavourable events, among which may be mentioned the disturbance in the financial markets in London, and serious financial difficulties in Boston, together with the temporary suspension of a trust company in New York, but it seemed to have no effect on general trade, which remained in a flourishing state, prices and wages being advanced in both the cotton and the woollen industries. The financial disturbances which occurred earlier in the year were, in fact, the result in a large measure of the great industrial activity, which engendered confidence and led to the formation of industrial undertakings of enormous magnitude and in extraordinary numbers. The movement had really begun in

1898, but during the whole of that year the amount of capital of new undertakings was only about 916,000,000 dol., while in the first six months of 1899 it was no less than 3,201,850,000 dol. In the first few months of the year, when money was easy, speculation was rife, and there was a marked upward tendency in prices, but in April a feeling of distrust began to be manifested, higher rates for money, and the death in May of a prominent dealer in these industrial stocks, caused a heavy decline in prices, and although some recovery occurred later, this class of property never wholly regained public favour. The values of railway stocks were fully maintained by the prosperity of trade and the steady growth in earnings, and although they suffered at the close of the year, the majority of the better class of these stocks showed a substantial advance.

**Agricultural  
products.**

The crops were, on the whole, of a decidedly satisfactory character. Wheat, 547,000,000 bushels, was 128,000,000 bushels below the return of 1898, but the yield of that year was the largest on record. The crops of Indian corn, oats, and barley were all slightly larger than those of the previous year, while rye showed a slight decrease when compared with 1898.

The following table shows the average prices received by farmers and planters all over the country during the last six years as reported by the Agricultural Department. It will be seen that, as compared with the previous year, the price of wheat has remained almost stationary, rye and Indian corn have advanced, and there is a slight fall in the price of oats.

**AVERAGE Prices Received by Planters and Farmers.**

Articles.	Per Bushel.					
	1899.	1898.	1897.	1896.	1895.	1894.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Wheat.. ..	58·4	58·2	80·8	72·6	50·9	49·1
Rye .. ..	51·0	46·3	44·7	40·9	44·0	50·1
Oats .. ..	24·9	25·5	21·2	18·7	19·6	32·4
Barley.. ..	..	41·4	37·7	32·3	33·7	44·2
Indian corn ..	30·3	28·7	26·3	21·5	26·4	55·7

**NOTE.**—For purposes of rough calculation, the cent may be taken as equal to a half-penny.

The cotton crop of 1898-99 was, in round numbers, about 11,000,000 bales, and it was at one time believed that 1899-1900 would give a similar return; later advices appear, however, to indicate that the yield will be nearer 9,000,000 bales, or 2,000,000 bales less than that of last year. The price ruled high, and was maintained by an early local demand.

The potato crop was returned at 228,783,232 bushels, being larger than the two previous years; the crop of hay, 56,653,736

tons, shows a falling-off of about 9,000,000 tons as compared with 1898.

Gold production in the United States shows, according to the preliminary estimate of the Director of the Mint, an increase of about 300,000 ozs., as compared with 1898. The total is estimated at 3,419,836 ozs., of a value of about 14,140,000<sup>l.</sup>, the largest increase being in the returns from Colorado and Alaska. Mining-Gold.

The revised estimates of the silver produced in the United States show 58,834,800 ozs. in 1896, 53,860,000 ozs. in 1897, and 54,438,000 ozs. in 1898. This shows a considerable reduction in the original estimate for 1898, as given early in 1899, and such figures as are obtainable at present for the past year are probably not complete. Silver.

The production of copper was estimated at about 262,000 tons, as compared with about 235,000 tons in 1898. Copper.

The production of lead is estimated at about 213,000 tons, and that of spelter at about 135,000 tons, in each case a slight advance on the returns for 1898. The ton in these cases is that of 2,000 lbs. The lead refined from imported ores and base bullion, amounted to about 78,000 tons. Lead. Spelter.

The total production of pig-iron in the United States rose to 13,620,703 tons in 1899, as compared with 11,773,934 tons in 1898 and 9,652,680 in 1897. The two former years had, each in its turn, shown the largest production on record; the year 1899 gives a further increase of about 16 per cent. the greater part of which belongs to the second half of the year, the figures being 6,289,167 tons in the first six months, and 7,331,536 tons in the second half year. This unprecedented production was accompanied by an equally extraordinary demand, while prices continued to rise throughout the year, in many cases more than doubled, and as a rule, stood at their highest point at the close. The stocks at the beginning of the year were estimated at 415,333 tons, and the imports of iron and steel during the year at about 160,000 tons; the stock at the end of the year was estimated at only 68,309 tons, showing that the total consumption and export during the year amounted to over 14,127,000 tons. Production of pig-iron.

The amount of bituminous or soft coal mined in the United States during 1899 is estimated at 187,843,750 short tons of 2,000 lbs., showing an increase of about 28,000,000 tons, as compared with the production in 1898. There has been a very brisk inquiry for coal, not only for the home market, but also for shipment abroad, but mine owners have been to a certain extent deterred from entering into large future contracts by want of transport, increased cost of production, and fear of strikes. The export is, however, likely to be very large in the near future. Coal.

As regards anthracite coal, the amount brought to market is returned at 47,665,000 tons, showing an increase of about 6,000,000 tons over the figures for 1898. The total estimated production was 56,697,000 tons. These figures are the largest on record. Anthracite coal is chiefly used for domestic purposes, (561)

but an opinion is expressed that a larger amount than usual was used for manufacturing purposes during 1899, for while there was a sharp rise in bituminous coal, the prices of anthracite remained on an average much about the same, and in some places the smaller sizes of anthracite were, during the autumn, actually cheaper than bituminous coal.

**Railways.**

While the improvement in the earnings of the railways was very large in 1898, the gain in 1899 has been even larger, and this must be attributed entirely to the activity and prosperity of the different industries, for there were few other contributing causes such as existed in 1898. Not only was there an absence of much of the special traffic connected with the war with Spain, but the grain movement was smaller than in 1898, the cotton movement was contracted in consequence of a short crop, and the deliveries of live stock both at Chicago and Kansas City fell materially behind those of the former year. There was also a considerable diminution in the passenger and goods traffic to Alaska. In the first five months the gain was comparatively small, the month of February showing a decrease in consequence of the inclement weather, but the gross earnings of 178 railways are returned at 1,210,490,000 dol. in 1899, as compared with 1,096,000,000 dol. in 1898, a gain of 114,490,000 dol., or about 10.45 per cent., the mileage represented being 162,547 miles in 1899 and 158,987 in 1898. It is estimated that about 4,500 miles of new railroad were built in 1899, bringing the total up to 191,300 miles in operation at the end of the year.

**Heavy rails.**

The tendency towards the use of very heavy rails, which was a marked feature a few years ago, has diminished of late, and the use of rails weighing 100 lbs. to the yard may be said to have been practically abandoned. Rails of 90 and 95 lbs. weight have been laid down in considerable quantities, but, on the whole, those of 80 to 85 lbs. are considered to be most serviceable under the heaviest traffic, so far as experience goes at present. The heavier rails seem to have worn out earlier than was expected and not to have given the same wear per ton of traffic as the lighter sections. The experience has, however, been limited to those of one type. An opinion is held that by a change in the dimensions of the heavier rails, and to some extent in their chemical composition, the present defects may be remedied, and importance is attached to the fact that a track laid with heavy rails requires less motive power for a given weight than if lighter rails are used, and there is consequently less wear and tear of rolling stock. The increasing size of locomotives and cars produces a tendency towards the use of the heavier rail, and although those of 80 to 85 lbs. to the yard seem to be most in favour at the moment, it is not improbable that the heavier sections may again be adopted.

**Treating road-beds with oil.**

The method of treating road beds of railways with non-combustible oil for laying the dust was introduced about three years ago on one of the New Jersey divisions of the Pennsylvania Railroad, and has since been adopted by a number of Companies in the Eastern States. It has been found that when a track

ballasted with gravel or cinder is well sprinkled with oil, the dust is practically got rid of, and the oil at the same time destroys weeds, preserves the ties to some extent, and renders the track waterproof. With fine sand ballasting, the treatment with oil does not seem to have been so successful, the oil does not appear to penetrate more than an inch as a rule, and unless the sprinkling is very heavy, there is danger of a top layer of sand caking and of flying dust laden with oil. It is claimed, however, that on one of the New Jersey roads the use of 2,500 gallons of oil per mile of track has effectually laid the fine sand. As to the permanency of the treatment, no conclusions can be drawn at present; some officers consider it necessary to oil the track every year, and it seems to be generally recognised that one treatment is not sufficient, although the quantity of oil used after the first year may be diminished. The Boston and Albany Railroad, whose road bed is excellent, used 4,000 gallons of oil per mile of double track the first year, and half that quantity when the treatment was repeated. The oil is of low combustible grade, so that there is little or no danger of fire.

The value of the total exports of merchandise from the United States in 1899 amounted to nearly 1,275,500,000 dol. (255,100,000 $\text{L}$ .), showing an increase of 20,000,000 dols., or about 4,000,000 $\text{L}$ ., over those of 1898, when the exports had been far larger than in any previous year. Prior to 1896 the value of the exports had never reached 1,000,000,000 dol., and as compared with 1895, the increase is over 50 per cent. During the three years 1896, 1897, and 1898 prices were for the most part declining, and the increase in the value of the exports year after year was mainly due to the larger quantities exported; during 1899, on the contrary, the increase in the value of the exports is to a considerable extent ascribable to the advance of prices to a higher level. Taking the leading products, the cotton shipments amounted to only 5,817,732 bales, as compared with 8,169,380 bales in 1898. The price realised was, however, 6.47 c. per lb., as compared with 5.57 c. in 1898, and as a result the value, 191,167,342 dol., shows a reduction of only 41,500,000 dol. Breadstuffs formed an exception to the rule of high prices, wheat averaging only 74 c. a bushel in 1899, as compared with nearly 88 c. in 1898; flour, 3 dol. 75 c., against 4 dol. 35 c.; and oats, 31½ c., against 32½ c.; Indian corn, on the other hand, stood at about 40 c. a bushel, compared with 37½ c. in 1898. The shipments of wheat and flour represent about 193,862,385 bushels, as against 223,810,253 bushels in 1898; oats, about 41,000,000 bushels, compared with about 50,000,000 in 1898; and Indian corn, 206,135,233 bushels, against 207,309,381 bushels in 1898. Altogether there is a reduction in value of about 48,000,000 dol. in the exports of breadstuffs. Provisions (182,416,334 dol.) show an increase of about 7,500,000 dol.; cattle, sheep, and hogs, (31,910,407 dol.), a decrease of 2,700,000 dol.; and petroleum (66,042,325 dol.), an increase of upwards of 12,500,000 dol., although only 961,000,000 gallons were shipped, as compared with

Exports and  
imports.

997,000,000 gallons in 1898. These five leading products show in the aggregate a reduction of upwards of 72,000,000 dols., as compared with 1898, the totals being returned at 741,492,179 dol. in 1899, and 813,701,491 dol. in the previous year. All other exports are valued at 534,007,492 dol., an increase of about 92,000,000 dol., when compared with 1898, when the value was given as 441,844,775 dol. The export of copper (247,370,681 lbs.) was 44,000,000 lbs. less than in 1898, but the value (43,102,665 dol.) shows an increase of upwards of 8,000,000 dol.; in iron and steel, the increase in value is given as 23,000,000 dol., and as a rule the quantities are larger than in 1898. The total value of the imports in 1899 amounted to 798,845,571 dol., an increase of 146,000,000 dol. as compared with 1898, and a total which has only been exceeded four times—namely, in 1890, 1891, 1892, and 1895. The increase extends to nearly the whole range of articles and commodities, and higher prices are accountable to a certain extent for the increase, although in a minor degree than in the case of exports. The largest increase in amount of imports was in sugar (4,399,000,000 lbs.), valued at 108,124,877 dol. in 1899, as against 3,427,000,000 lbs., valued at 77,934,097 dol. in 1898, the average price having risen from 2.27 c. to 2.46 c. per lb. The excess in value of the exports over the imports has fallen from about 124,000,000% in 1898 to about 93,330,000% in 1899.

The import of gold ore, bullion, and coin on balance amounted to 5,815,553 dol., or about 1,163,000%; in 1898 it amounted to about 28,400,000%.

In silver there was an export balance of 22,616,756 dol. (about 4,523,400%), about 410,000% less than in the previous year.

New York  
money  
market.

The money market was easy in January and February, but in March some firmness was developed, and there was a tendency to discriminate against industrial stocks, which became more marked in April. There was a return to ease for a short time in May, but later trade activity and the financing of industrial and other large undertakings provided employment for large sums, the Government revenues exceeded the disbursements, and a heavy decline occurred in the surplus reserves of the clearing-house banks. When the demand arose for money to move the crops, loans were called in. Between July 1 and December 30, clearing-house banks reduced their loans by 123,000,000 dol., and during the first three weeks of November their reserve was below the 25 per cent. limit. On October 10 the Treasury announced that the interest on the Government debt maturing up to and including July 1, 1900, would be prepaid under a discount of  $\frac{1}{4}$  per cent. per month, and in November the Treasury further decided to buy Treasury bonds, so as to prevent larger accumulations. In December there was a panic on the Stock Exchange which was, however, of short duration owing to the action of the bankers and financial establishments in making loans, and that of the Treasury in allowing internal revenue receipts to accumulate in the banks.

The rate for call money was 3 per cent. at the banks, and varied between  $2\frac{1}{2}$  and 6 per cent. on the Stock Exchange in the

first week in January; from  $2\frac{1}{2}$  to 3 per cent. was the ruling rate up to about the middle of March, after which there was a sharp rise. At the end of March, 6 to 8 per cent. was quoted at banks and trust companies, and in certain cases, 12 per cent. on the Stock Exchange, loans on industrial securities commanding a higher rate than those on ordinary Stock Exchange collateral. During the first week of April rates were still higher, but they then gradually receded till at the end of May, and through the greater part of June a  $2\frac{1}{2}$  to 3 per cent. rate was established. There was a rise to 6 per cent. in July, followed by a further ease in September, when 6 per cent. became a minimum rate at the banks, and so remained till the close of the year. The Stock Exchange minimum rate was lower, varying between 2 and 4 per cent., but in both cases very high rates were prevalent in the first fortnight of October and November, and during the panic in December.

The rate for choice 60 to 90 day commercial bills, with two signatures, ruled about 3 per cent. during January and February, hardened to 4 per cent. in March, and then eased off slightly till the beginning of August. From this point there was a steady rise till  $5\frac{1}{2}$  per cent. was reached in September and 6 per cent. in December.

The following table shows the position of the New York clearing house banks at different periods of the year, the rate of conversion being 5 dol. to the £. New York banks.

Week ending—	Loans.	Deposits.	Specie.	Legal Tender.	Reserve to Deposits.	Surplus Reserve.
	£	£	£	£	Per cent.	
January 7 ...	142,780,780	168,375,340	34,885,420	11,381,740	27·84	4·
February 4 ...	148,308,320	178,004,900	38,441,560	12,080,100	29·24	7·
March 4 ...	164,121,540	182,962,060	39,681,420	10,974,720	27·67	4·
April 1 ...	155,990,220	179,763,400	37,428,360	10,616,960	28·71	3·
May 6 ...	166,380,560	179,925,080	37,687,740	11,162,920	27·16	2·
June 3 ...	149,320,440	178,012,820	41,139,040	11,906,160	29·78	8·
July 1 ...	167,376,800	181,025,560	36,483,220	11,618,080	28·68	2·
August 8 ...	150,616,100	169,980,640	33,114,960	11,002,320	28·86	1·
September 2 ...	160,732,600	169,985,760	33,616,780	10,708,160	28·08	1·
October 7 ...	142,116,600	166,281,760	28,460,480	9,786,100	28·07	
November 4 ...	139,107,220	151,173,640	28,092,200	8,635,540	24·85	
December 2 ...	136,441,960	148,615,600	28,062,900	10,048,440	26·13	1·
December 30 ...	134,737,680	148,008,360	28,699,360	10,536,580	26·61	2·

\* Deficit.

The surplus reserve represents the excess over 25 per cent. of the deposits, and the returns give the average of each week, not the actual figures for the day mentioned.

The maximum and minimum of deposits were: maximum, 82,962,000£. on March 4, as compared with 164,600,000£. on December 31, 1898, and minimum, 147,370,000£. on November 18 as compared with 131,700,000£. on April 30, 1898. The maximum and minimum of reserve were: maximum, 8,787,000£. on May 27, as compared with 12,440,000£. on June 25, 1898, and minimum, a surplus of 556,000£. on November 11, as compared with a surplus of 850,000£. on September 17, 1898.



**New York clearing-house returns.** The New York clearing-house returns amounted to 60,761,791,901 dol., or about 12,152,360,000*l.*, by far the largest total they have ever attained, and showing an increase of nearly 45 per cent. over that of the previous year, when the figures were 41,971,782,437 dol., or about 8,394,356,500*l.* The clearings outside New York amounted to 33,216,111,285 dol., representing an increase of more than 23 per cent. over those of the previous year.

**New York Stock Exchange.** The number of shares sold on the New York Stock Exchange was 176,421,135, valued at about 2,686,000,000*l.*, as compared with 112,700,000 shares, valued at 1,640,000,000*l.*, in 1898. These figures, and those of the sales in January, namely, 24,252,000 shares, are quite beyond any that have been recorded hitherto.

**Produce Exchange.** On the Produce Exchange there was no special activity, and there were still fewer dealings than in the previous year, the aggregate being about 824,700,000 bushels in 1899, as compared with 994,000,000 bushels in 1898 and 1,447,000,000 bushels in 1897. The decrease in rye was very marked, from nearly 9,000,000 bushels in 1898 to somewhat less than 3,000,000 bushels in 1899. There was an increase of about 25 per cent. in barley and malt, and one of about 9 per cent. in the dealings in flour, but a diminution in wheat, Indian corn, and oats.

**Cotton Exchange.** On the Cotton Exchange there is said to have been a renewal of speculation in consequence of the short crop, but as no record of transactions is now kept, it is impossible to make a comparison with former years.

**Sterling exchange on London.** The following table gives the posted rates of sterling exchange on London, highest and lowest of each month in the year; these are, as a rule, fractionally higher than those for actual business :—

TABLE showing the Posted Rates of Sterling Exchange on London for the Year 1899.

Month.					At 60 Days.	At Sight.
					Dollars.	Dollars.
January	..	..	..	highest	4·84	4·86
				lowest	4·82½	4·85½
February	..	..	..	highest	4·85	4·87
				lowest	4·83½	4·85½
March ..	..	..	..	highest	4·85½	4·87½
				lowest	4·84	4·86
April ..	..	..	..	highest	4·86	4·88
				lowest	4·84½	4·87
May ..	..	..	..	highest	4·87	4·89
				lowest	4·85½	4·87½
June ..	..	..	..	highest	4·87	4·89
				lowest	4·86	4·88½
July ..	..	..	..	highest	4·86½	4·88½
				lowest	4·84½	4·87½
August ..	..	..	..	highest	4·84½	4·87½
				lowest	4·83	4·87
September	..	..	..	highest	4·84	4·87½
				lowest	4·82½	4·86
October ..	..	..	..	highest	4·84	4·88
				lowest	4·81½	4·86
November	..	..	..	highest	4·84	4·88
				lowest	4·81½	4·86
December	..	..	..	highest	4·83	4·89
				lowest	4·81½	4·87

Under ordinary circumstances the rate for bills payable on demand, which admits of the export of gold from New York to London, is about 4 dol. 88 c. for bars, and 4 dol. 89 c. for coin, and the rate at which gold coin can be imported without loss is about 4·835 dol. per 1l.

The rate of exchange adopted in this report is the London Stock Exchange rate of 5 dol. to the 1l. As the true value of the 1l. at par is 4·8665 dol., the Stock Exchange valuation is about 2½ per cent. below par, and accordingly the quotations of American securities are about 2½ per cent. higher than in New York, a bond worth 100 in New York, being quoted 102½ in London.

The following, taken from the tables prepared by Messrs. Failures. R. G. Dun and Co., shows the number of commercial failures in the Consular district, as well as those in the whole of the United States in 1899, as compared with 1898:—

	Number of Failures.		Amount of Liabilities.	
	1899.	1898.	1899.	1898.
			£	£
New York .. .. .	921	1,333	2,504,700	4,447,106
Connecticut .. .. .	319	339	535,700	489,135
New Jersey .. .. .	168	196	409,100	446,325
Rhode Island .. .. .	98	180	363,600	605,575
Delaware .. .. .	34	25	27,000	23,890
Whole of the United States	9,337	12,186	18,176,000	26,132,580

The figures for the whole of the United States show a decrease in the number of failures of over 23 per cent., and in the liabilities of over 30 per cent., when compared with those of 1898, which were the lowest since 1892. The average liabilities for each failure were 9,733 dol., or about 1,950*l.*, as compared with 10,722 dol., or 2,145*l.*, in 1898. In the State of New York there is a decrease of over 30 per cent. in number, and over 43 per cent. in liabilities. In Rhode Island similarly there is a very large proportional decrease, while in Connecticut the number of failures has decreased, but the amount of liabilities has increased by about 10 per cent.

In the tables published by Messrs. R. G. Dun and Co., showing the insolvencies by branches of trade, the only two headings under which an increase is shown among the manufacturers are "Clothing and Millinery," 241 failures, with liabilities amounting to 720,000*l.*, as compared with 236 failures and 485,400*l.* liabilities in 1898, and "Liquors and Tobacco," 79 failures, with 485,000*l.* liabilities, as compared with 101 failures and 370,000*l.* liabilities in 1898. In "Machinery and Tools" the number of failures has been reduced from 216 to 129, and the liabilities from 1,457,000*l.* to 540,000*l.*; in "Woollens, Carpets and Knitted Goods" the failures were 26, with liabilities of 220,000*l.*, while in the previous year there were in this branch of manufacture 46 failures, with liabilities amounting to 1,235,000*l.*; in "Chemicals, Drugs and Paints" the number of failures decreased from 65 to 38, and the liabilities represented less than 50 per cent. of those of 1898; in "Cottons, Lace and Hosiery" the failures were 14, as compared with 26, and the liabilities only 79,000*l.*, as against 403,000*l.*; in all other branches of manufacture quoted the number of failures was considerably reduced. Among the traders the number of failures diminished in every instance, except in that of hotel-keepers, although the liabilities in the trade in groceries, meat and fish increased from 1,715,000*l.* in 1898 to 2,055,000*l.* in 1899, and those in the liquor and tobacco trade showed a slight increase. On the other hand, there were notable diminutions in the number of failures and the amount of liabilities of traders in clothing and furniture, dry goods and carpets, shoes, rubbers and trunks, hardware, &c.

The banking failures are returned at 56 with liabilities 6,450,000*l.*, of which 13 with 2,750,000*l.*, occurred in the State of New York, and two with liabilities of 2,700,000*l.* in Massachusetts. The total number in the United States was 80, with 3,680,000*l.* in 1898, and 171 with liabilities of 5,650,000*l.* in 1897.

The figures published by Bradstreets differ slightly from the above as regards the totals. They classify the failures according to their primary causes under 11 heads. Eight of these imply faults of those failing, namely, incompetence, irrespective of other causes; inexperience, without other incompetence; lack of capital, including trying to do too much business for the capital employed; granting of unwise credit; speculation outside of regular business, neglect of business, due to doubtful habits; personal extravagance; fraudulent disposition of property. The remaining three heads refer to failures not due to the fault of those failing, namely, specific conditions (flood, fire, failure of crops, commercial crisis); failures of others, apparently solvent debtors; special or undue competition. The following summaries are taken from these tables:

NUMBER of Failures in the United States, with Amount of Liabilities and Percentage of Total.

	1899.			1900.			1901.			1902.			1903.			1904.		
	Number.	Per Cent.	Liabilities.	Per Cent.	Number.	Per Cent.	Liabilities.	Per Cent.	Number.	Per Cent.	Liabilities.	Per Cent.	Number.	Per Cent.	Liabilities.	Per Cent.	Number.	Per Cent.
Incompetence ...	1,565	16.5	3,957,725	16.4	1,581	13.6	2,546,318	9.0	1,610	12.3	3,231,154	10.3	1,892	12.5	6,967,114	13.6	1,892	12.5
Inexperience ...	583	6.0	373,357	1.5	578	5.0	384,115	1.2	734	5.6	465,085	1.7	688	4.6	767,905	1.6	688	4.6
Lack of capital ...	3,323	34.6	5,010,468	21.0	3,968	34.1	7,570,076	26.7	4,108	31.4	7,489,597	23.6	4,609	31.1	10,194,586	20.7	4,609	31.1
Unwise credit ...	281	2.9	358,306	1.5	347	3.0	2,616,153	9.2	456	3.5	1,684,305	5.3	603	4.4	1,905,452	3.9	603	4.4
Speculation ...	93	0.9	2,400,899	10.2	117	1.0	982,573	3.4	106	0.8	1,614,421	5.1	182	1.2	2,116,435	4.3	182	1.2
Neglect ...	280	2.9	247,239	1.0	283	2.3	317,383	1.1	311	2.5	320,659	1.1	345	2.3	456,285	0.9	345	2.3
Extravagance ...	89	0.9	178,493	0.7	109	1.0	377,681	1.3	159	1.2	226,584	0.7	140	0.9	539,616	1.1	140	0.9
Fraud ...	1,113	11.5	2,119,270	8.8	1,195	10.3	2,236,556	7.9	1,318	10.2	3,724,960	11.6	1,399	9.2	2,769,028	5.7	1,399	9.2
Specific conditions	1,623	16.7	6,180,689	25.7	2,592	22.3	7,789,609	27.5	3,312	25.3	10,072,006	31.7	4,163	27.6	18,447,749	37.4	4,163	27.6
Failure of others	141	1.5	1,458,622	6.1	230	2.0	2,774,224	9.8	266	2.0	1,952,437	6.1	397	2.7	4,449,445	9.2	397	2.7
Competition ...	521	5.4	1,699,984	7.1	635	5.4	789,525	2.9	683	5.2	918,557	2.8	550	3.6	842,286	2.0	550	3.6
Totals ...	9,642	...	23,955,052	...	11,615	...	28,322,282	...	13,063	...	31,739,744	...	15,094	...	49,383,903	...	15,094	...

The totals for 1899 as compared with those for 1898 show a decrease in number of 17 per cent. and in the amount of liabilities of 15 per cent. Taken under the separate heads, there is a slight increase in the number of failures classed as due to "incompetence" and to "inexperience," and a considerable increase of liabilities under the first of these heads; under the head of "speculation" the number of failures has decreased, but the liabilities have more than doubled; similar conditions are observed under the head of "competition," but there has been a large decrease under the heads of "lack of capital," "unwise credits," "specific conditions," and "failure of others." Taking the middle of the year as a criterion, it is estimated that there were in the United States 1,125,873 individual firms and corporations carrying on business, being an increase of 32,500 as compared with 1898, and that the proportion of failures to the whole was only 85 in 10,000, a smaller proportion than in any year since 1881. The number of failures in the United States was the smallest for 19 years, and the liabilities, about 24,000,000*l.* were, with the exception of 1892 the smallest for 13 years. On the other hand, the assets, about 12,040,000*l.*, gave the smallest proportion of assets to liabilities for at least 10 years, with the single exception of 1892. The panic which occurred in December is cited as one of the leading causes of the diminished assets. The decrease in the number of failures was most remarkable in the Middle, Southern, and Western States.

The report of the Superintendent of Banks for the State of New York for the fiscal year ended September 30, 1899, shows that at that date the number of State banks of deposit and discount transacting business remained the same as in 1898, seven new banks having been formed with an aggregate capital of 60,000*l.*, and seven having closed, of which, however, only one went into liquidation; of the other six, five were merged in other banks, and one was converted into a national bank. The total amount of the capital of the 208 banks was about 5,910,000*l.*, showing a reduction of about 60,000*l.* since 1898. Their assets and liabilities amounted to about 74,600,000*l.* as compared with about 64,300,000*l.* at the same date in 1898.

The total resources of all the institutions under the supervision of the department are given as follows:—

	Date.	Amount. (about).
		<i>£</i>
Banks of deposit and discount ..	September 20, 1899 ..	74,596,508
Savings banks ... ..	July 1, 1899 ..	193,795,636
Trust companies .. ..	July 1, 1899 ..	144,471,305
Safe deposit companies.. ..	July 1, 1899 ..	1,040,645
Foreign mortgage companies ..	January 1, 1899 ..	2,543,355
Building and loan associations ..	January 1, 1899 ..	12,949,327
Total .. ..	..	429,396,776

The increase as compared with 1898 amounts to about 64,500,000*l.*, savings banks having increased about 16,000,000*l.*, trust companies about 35,000,000*l.*, and banks of deposit and discount over 10,000,000*l.* The resources of foreign mortgage companies decreased about 1,440,000.

**Amendments  
to banking  
law.**

There were only two amendments made to the banking law by the Legislature in 1899; one extending the list of railway bonds in which, under exacting conditions to secure their safety, the savings banks of the State may invest a portion of their funds; the other permitting building and loan associations to issue and sell, as a basis for making loans, instalment shares on which the maximum number of payments may be definitely fixed.

**Recommendations.**

The superintendent refers to a decision of the court of appeals, declaring that the statutory exemption of savings banks from taxation applies to depositors as well as to the banks themselves, and deprecates any change in the law which would cause these deposits to be taxed. He recommends that savings banks should reduce the amount of their dormant accounts by using every endeavour to discover their owners, and that the accounts which they hold for men of means should be eliminated as far as possible. With a view to the latter, he renews his recommendation that all accounts, of whatever character should be restricted to the outside possible limit of 3,000 dol. (600*l.*), and that no interest should be paid on any sum exceeding that amount, standing in the name of any one depositor; also that no individual should be allowed to have more than one account in any one bank. He also recommends that the law authorising the organisation of associations for lending money upon the pledge or mortgage of personal property be radically amended, and that these associations be placed under official supervision. A further recommendation is that every private banker or any person, firm or association receiving deposits should be required to file with the Superintendent of Banks, or with the Comptroller of the State, bonds of the United States, or of the State of New York to the value of 10,000 dol., to be held in trust for the depositors with and creditors of such establishments.

**Debt of the  
State of New  
York.**

The debt of the State of New York amounted on September 30, 1899, to 10,185,660 dol. (equivalent to about 2,038,000*l.*), as compared with about 1,870,000*l.* at the same date in 1898; of this sum upwards of 1,700,000*l.* is represented by bonds issued for the improvement of the canals. The tax rate for the purposes of State Government was 2 dol. 49 c. per 1,000 dol. as compared with 2 dol. 8 c. in 1898-99. The purposes to which these funds are applied are the canals, State schools, and maintenance of the insane.

**New York  
City debt.**

The debt statement of the city of New York shows that the total gross funded debt on December 31, 1899, stood at 358,104,307 dol., and the sinking fund at 105,435,871 dol., leaving a net funded debt of 252,668,436 dol. equal to about 50,533,000*l.*, as compared with about 48,843,000*l.* at the close of 1898. The valuations for the year 1899 were: real estate,

2,932,445,464 dol., and personal estate 545,906,565 dol., giving a total of 3,478,352,029 dol., or about 695,700,000*l.* for the city of New York, as composed of the four boroughs of Manhattan and the Bronx, Brooklyn, Queens, and Richmond. The total taxes amounted to 86,183,768 dol. or about 17,240,000*l.*, and the rate of taxation was 2·48 per cent. in the borough of Manhattan and the Bronx, 2·36 per cent. in Brooklyn, 3·27 per cent. in Queens, and 2·42 per cent. in Richmond.

In spite of periods of temporary inactivity, freights from the United States may be considered as having been fairly satisfactory during 1899. Freights.

Shipments of wheat fell considerably below the figures reached in the previous year. The demand from Europe was on a reduced scale, in consequence of better crops, and while the yield in the United States was smaller than in 1898 and prices were accordingly maintained at a comparatively high level, a very large crop of wheat was harvested in the Argentine Republic, of good quality and under the most favourable conditions for delivery. The range of freights was below that of the preceding year, the highest figures being 4*s.* 1½*d.* to Cork for orders, and 3*s.* 6*d.* to a direct port in the United Kingdom or on the Continent. The amount of maize available for export was above the average, a greater number of large sized vessels were employed in its transport, and it is calculated that about 198,000,000 bushels were exported from the east coast (including Montreal and St. John, New Brunswick), of which about 92,000,000 bushels went to the United Kingdom. No sailing vessels were employed in the grain carrying trade during the year, and there is the same complaint as during 1898 that, owing in a great measure to more favourable railway rates, grain shipments from other ports are increasing, while those from New York decline. Grain freights.

Cotton shipments for the season of 1898-99 virtually came to a close at the end of the former year, in consequence of the unsatisfactory quality of the large balance of the crop which remained on hand. Comparatively few vessels were chartered in the autumn, and the business is described as having been most unsatisfactory both for ship-owners and charterers. The latter provide themselves with tonnage ready at the berth, at the time that shipments are likely to be made freely, and collect their freight in parcels. Local spinners, fearing that the quality of the staple might be found to have seriously deteriorated as the season advanced, as was the case with the previous crop, began purchasing heavily as soon as the cotton came to market, and continued doing so till local requirements were covered well into the spring. The effect was to raise the price of cotton and to diminish the demand for export, so that shipments were only made in dribbles, and charterers had to take what freight they could procure, often at a heavy loss. At the close of the year there was an expectation that the reduced stocks in Europe would lead to an active demand and that the enquiry for tonnage early in 1900 would bring Cotton freights.



cotton freights up to the figure usually current in October and November.

**Petroleum  
freights.**

Petroleum freights have followed much the same course as in the preceding year, although the diminution in volume of sail tonnage has led the standard oil to advance to a slight extent the rates for sailing vessels to the far east, in addition to which they have taken a larger number of steamers under similar conditions. Shipments are still made by sailing vessels to minor ports not directly supplied by tank steamers, but these are diminishing, and the carrying of refined petroleum in barrels is likely to be discontinued altogether before very long.

**Timber and  
deal freights.**

The delivery of timber at the mills was impeded by drought, and this caused a diminution in shipments. Freights ruled much the same as in the previous year, with an average of about 2*l.* 5*s.* per standard.

**Sugar  
freights.**

Sugar from the West Indies has been almost entirely brought by vessels of the regular lines or those under time charter, but it is not considered likely that they will suffice for the next crop from Cuba, if there be any marked development of the resources of that island. There has again been a large importation of sugar from Java and Mauritius at freights ranging from 30*s.* to 37*s.* 6*d.* Very little beetroot sugar was received during the spring, but shipments were resumed at the end of the year, and these came almost entirely by vessels of the regular lines.

**Cattle  
freights.**

As in the previous year, the shipments of cattle were much reduced in volume and made almost entirely by vessels of the regular lines at very low rates. There is a prospect, however, of a considerable increase in the export of cattle during the current year, if the favourable circumstances which have so far attended the wintering of cattle should continue.

**General  
cargoes.**

There was a very brisk enquiry from China and Japan for locomotives, rails, iron pipes, and all material connected with the construction of railways, and there has also been a considerable demand from Europe for American locomotives. The export of machinery, bicycles and manufactured articles has continued on a large scale and has caused a large addition to the cargoes of vessels of regular lines.

**Time  
charters.**

A large number of vessels have again been employed on time charters in the West India trade, but freights were reduced to average figures. Shipments to South Africa and Australia continue to be made by means of vessels on time charter engaged in Great Britain and increased rates were paid, more especially in view of the increased export in this direction after the outbreak of hostilities in South Africa. The effect of the withdrawal of British tonnage in consequence of the Government requirements has chiefly been felt in the advance of the rates for time charter. Freights in general maintained a lower level than they would otherwise have done, in consequence of inactivity in cotton and grain.

**Shipping at  
New York.**

The return of shipping at New York shows that 4,356 vessels, of 8,115,528 tons, entered in the course of 1899, giving an increase

of 72 vessels and 398,000 tons as compared with 1898. The clearances show 4,033 vessels, of 7,744,219 tons, a decrease of 120 vessels, but an increase of over 273,000 tons.

British tonnage shows a decrease in the entries of 120 vessels and 107,000 tons, the figures being 2,269 vessels of 4,047,463 tons, compared with 2,389 vessels of 4,254,490 tons in 1898; United States tonnage, 828 vessels of 1,109,059 tons, as compared with 642 vessels of 715,079 tons, shows a very considerable increase; German tonnage, 532 vessels of 1,604,460 tons, shows an increase of 17 vessels and 168,000 tons; there are also slight increases in the tonnage of Denmark and Italy.

The report of the Superintendent of Public Works of the State of New York shows that 3,686,051 tons (of 2,000 lbs. each) of freight were carried on the canals of the State during the year 1899, being about 326,000 tons more than in 1898, and it is believed that the amount would have been much larger but for a scarcity of boats. This scarcity is attributed to the fact that the stoppage of the work of general improvement and the uncertainty as to the future policy of the State towards the canals, checked boat-building, while many old boats went out of commission, owing to wear and tear.

The total east-bound tonnage was 2,425,292 tons, of which 1,164,665 tons were through freight and 1,260,627 tons way freight. The westward tonnage amounted to 1,260,759 tons, of which 528,307 tons were through freight and 732,452 tons way freight.

The report states that the Erie, Champlain, Oswego and Cayuga and Seneca Canals were opened to navigation on April 26, the Black River on May 10, and that they were closed on December 1, making the navigation season the longest since 1882; also that the season was prosperous for boatmen, rates being remunerative and on some freights unusually high. The Superintendent reports that much embarrassment was caused by the eight-hour labour law passed in May, 1899. This is an amendment to the Labour Law of 1897, and it not only provides that eight hours shall constitute a legal day's work for all classes of work-people in the State except those engaged in farm and domestic service, unless otherwise provided by law, but while permitting overtime in other cases, it forbids any such arrangement in respect of work done by or for the State or a municipal corporation or by contractors or sub-contractors therewith, except in cases of extraordinary emergency caused by fire, flood, or danger to life or property. The bridge and lock-keepers would under this law work on an average rather less than three hours and a-quarter a day, the cost, over the present system of 12-hour shifts, would be about 90,000 dol. a year, and it is urged that these men be excepted from the provisions of the law. The repeal is again urged of that portion of the law of 1896 which prevents the formation of canal transportation companies with a capital exceeding 50,000 dol. This provision of the law was supposed to be in the interests of the boatmen, but it is pointed out that if companies were formed

to own and control both lake and canal-boats as well as transfer elevators in Buffalo and New York, freights between lake ports and New York City would be reduced, more boats would be built, more men would be required to handle them and they would receive regular wages instead of the uncertain earnings of their boats incident to the present conditions. The Superintendent further states in his report that unless some legislative action is taken, with a view to the enlarging and improving of the canals in the near future, the usual appropriation for extraordinary repairs should be increased from 350,000 to 700,000 dol. in order properly to strengthen banks, bridge abutments and other structures which have been weakened and whose very existence is described as being in danger.

The whole question of the proper policy which the State of New York should pursue in canal matters has been submitted to a strong Commission which was appointed by the Governor in March, 1899. Most careful surveys were made, the whole Committee went over the State canals, they visited the Canadian canals, and one of their number went over some of the most important European canal systems. In considering the question of whether the canals should be retained, in view of the statement that owing to America's advanced position in the equipment and management of her railways, canals are hopelessly at a disadvantage, the Commission came to the conclusion that, if the canals are modified to meet the requirements of business as now carried on, freight can be carried on them at about one-third the cost of freight by rail, and that this is likely to be the case for at least a generation. They propose three plans: (1) To complete the canals much in the same manner as was intended in 1895; (2) to make them ship canals; and (3) to adopt an intermediate course. Ship canals are not considered practicable at present; the expense would be enormous, and it is probable that there would be great difficulty in obtaining a satisfactory type of vessel to take the place of the three which now navigate, respectively, the ocean, the lakes, and the canals. As regards the other two plans it is estimated that to complete the canals according to the plans of 1895, or with slight modifications, would cost about 21,000,000 dol. while the cost of providing a canal capable of carrying boats of 1,000 tons is estimated at about 62,000,000 dol. The original plans of 1895 provided for the use of boats of 320 tons in place of those of 240 tons now in use on the Erie Canal; as modified, the canal would be so constructed as to admit of the use of boats 125 feet long and of 8 feet draught, their capacity being 450 tons. The larger project provides for the enlargement of the canal to accommodate barges 150 feet long, 25 feet wide, and of 10 feet draught, the locks to be so constructed as to pass two boats at a time. Comparing these two projects, the Commission recommend that the larger canal should be undertaken, on the ground that the smaller one is but a temporary makeshift, and that the larger canal will secure the commercial supremacy of New York, which in their opinion can

be secured by no other means. The execution of either of these projects would involve changes in the Erie Canal between Clyde and New London, where the Seneca and Oneida Rivers and Oneida Lake would be utilised, and the construction of a new canal from the Hudson River at West Troy to the foot of the Cohoes Falls. The Oswego and Champlain Canals would be completed according to the project of 1895, making them suitable for boats of 320 tons capacity, and the Black River and the Cayuga and Seneca Canals would be maintained as feeders without enlargement at present. It is estimated that the cost of transport of a ton of wheat from Buffalo to New York would be reduced to 26 c., and that the effect would be that New York would regain the export trade in breadstuffs which has been diverted, and might profit by the development of the iron and steel industries in the State.

Provision is likely to be made for further surveys, with a view to submitting the whole plan to the Legislature at its next session.

An Act of Congress has been passed, and a contract has been signed for the improvement of New York harbour. The east channel at the entrance to the harbour is to be made 2,000 feet wide and 40 feet deep at mean low water throughout its entire length between the main channel and the sea where the present depth ranges between 16 and 40 feet. It is calculated that the amount of excavation necessary to complete this work will not exceed 39,020,000 cubic yards; the material to be excavated is mainly sand, and the cost is estimated at 4,000,000 dol. Two large ocean dredgers are now being constructed by the Maryland Steel Company at Sparrows Point for this purpose; they each have a capacity of about 4,500 tons, or about 50 per cent. more than the "Brancker" at Liverpool, which they resemble in most other respects, although some improvements have been introduced. The work is to be begun within 12 months from June, 1899, and is to be continued during eight months of each year; during the first year the rate of excavation is not to be less than 400,000 cubic yards per month, and in succeeding years not less than 1,200,000 cubic yards per month.

The building of two more bridges across the East River has been authorised by the Board of Aldermen, one from Pike Slip, a little north of the present Brooklyn Bridge, to a point not far from the Navy Yard at Brooklyn; the approaches to this bridge are said to be of great length, more especially on the Brooklyn side. The other bridge, of which the construction has lately been authorised but for which no authority to build has been granted at present, would connect Manhattan with Long Island across Blackwell's Island. In addition to the above, a bridge is now under construction by the city authorities, crossing the East River from Grand Street north of Pike Slip to Broadway, Williamsburg; the piers of this bridge are about two-thirds completed.

During the year 1899 the total tonnage of all classes of  
(561) B 3 Goods traffic.

merchandise sent westward from New York City by railroad, consigned to or beyond Buffalo, Salamanca, Pittsburg, Bellaire, &c., was 1,678,381 tons of 2,000 lbs., that arriving in New York City from the places above noted or from points west of them, amounted to 6,715,430 tons. The railroads which carried these goods are the New York Central and Hudson River; Erie; Pennsylvania; Baltimore and Ohio; West Shore; Delaware, Lackawanna, and Western; Chesapeake and Ohio (six months); and Central of New Jersey. These figures show an increase of 114,000 tons in goods sent westward, but a decrease of more than 750,000 tons in goods received from the west, as compared with 1898. The fact that the returns from the Chesapeake and Ohio Railway are only for six months in lieu of 10 months would have some slight effect, but the decrease may be attributed in a large measure to the diversion to other ports of cereals for export.

The vital statistics of the City of New York for the past two years are given as follows :—

	Number.	
	1899.	1898.
Births .. .. .	77,632	78,928
Still-births .. .. .	5,461	5,638
Marriages .. .. .	30,475	28,885
Deaths .. .. .	65,343	66,294

Of the deaths reported, 23,772 were of children under five years of age, which compares with 25,498 in 1898.

The population is estimated at 3,493,359, and the death-rate for 1899 was 18·41 per 1,000, as compared with 19·28 in 1898. The following table gives the principal causes of death :—

Cause of Death.	Number of Deaths.	
	1899.	1898.
Small-pox .. .. .	18	1
Measles .. .. .	589	651
Scarlet fever .. .. .	534	703
Diphtheria .. .. .	1,606	1,459
Croup .. .. .	318	319
Whooping-cough .. .. .	514	716
Typhoid fever.. .. .	546	676
Diarrhoeal diseases .. .. .	3,445	4,281
Puerperal fever .. .. .	205	280
Cancer.. .. .	2,186	2,006
Phthisis .. .. .	8,016	7,724
Other tuberculous diseases .. .. .	1,559	1,541
Congenital debility .. .. .	4,345	4,159
Diseases of nervous system.. .. .	5,594	5,820
Heart disease .. .. .	3,954	4,093
Bronchitis .. .. .	1,969	1,923
Pneumonia .. .. .	8,531	8,094
Diseases of digestive organs.. .. .	5,931	5,998
Bright's disease .. .. .	4,328	3,847
Acute nephritis .. .. .	785	839
Accident .. .. .	2,617	2,861
Homicide .. .. .	137	121
Suicide .. .. .	627	695

The cases of contagious diseases reported were:—Diphtheria, 11,001; croup, 519; measles, 12,530; scarlet fever, 7,387; typhoid fever, 1,950; and small pox, 99. The number of small-pox cases reported in 1898 was only 16.

Immigration.

The immigration returns for 1899 give the following figures:—

	Number.		
	Male.	Female.	Total.
African (black) .. .. .	15	..	15
Armenian .. .. .	442	199	641
Bohemian and Moravian .. ..	928	1,007	1,935
Bulgarian, Servian, and Montenegrin ..	15	1	16
Croatian and Slovenian .. ..	5,695	1,142	6,837
Dalmatian, Bosnian, and Herzegovinian ..	297	70	367
Dutch and Flemish .. .. .	1,134	594	1,728
East Indian .. .. .	7	..	7
English .. .. .	2,876	1,382	4,258
Finnish .. .. .	2,142	1,207	3,349
French .. .. .	1,248	770	2,018
German .. .. .	11,646	9,573	21,219
Greek .. .. .	2,228	129	2,357
Hebrew .. .. .	14,520	11,566	26,086
Irish .. .. .	9,167	12,470	21,637
Italian (North) .. .. .	9,671	3,337	13,008
Italian (South) .. .. .	43,875	19,606	63,481
Japanese .. .. .	6	..	6
Lithuanian .. .. .	4,651	1,382	6,033
Magyar .. .. .	2,804	1,713	4,517
Mexican .. .. .	3	2	5
Pacific Islander .. .. .	1	..	1
Polish .. .. .	14,555	8,466	23,021
Portuguese .. .. .	991	896	1,887
Roumanian .. .. .	49	5	54
Russian .. .. .	127	56	183
Rathenian (Russiak) .. .. .	894	522	1,416
Scandinavian (Norwegian, Danes, and Swedes) .. .. .	8,710	7,324	16,034
Scotch .. .. .	544	267	811
Slovak .. .. .	8,565	4,985	13,550
Spanish .. .. .	252	41	293
Syrian .. .. .	2,428	1,259	3,687
Turkish .. .. .	18	..	18
Welsh .. .. .	714	404	1,118
West Indian .. .. .	2	1	3
South Americans .. .. .	2	..	2
Servian .. .. .	25	5	30
Trans-Sylvanian .. .. .	2	..	2
Not specified .. .. .	20,500	17,011	37,511
Total .. .. .	171,788	107,392	279,180

In addition to the above, 3,745 persons were rejected on the following grounds:—2,432 as paupers likely to become a public charge, 661 as contract labourers; 451 on account of disease, 12 as insane, and 1 as an idiot; 188 returned within one year of landing.

The total is about 79,000 higher than in 1898.

As regards the destination of the majority of these immigrants, 119,849 were for New York, 47,845 for Pennsylvania, 18,497 for Massachusetts, 16,880 for Illinois, 16,773 for New Jersey, and 10,187 for Connecticut.

The returns having been made by races instead of countries, no detailed comparison can be made with 1898.

From the report of the Commissioner of the Bureau of Labour Statistics of the State of New York, it appears that on September 30, 1899, there were 1,320 labour organisations in the State, with a membership of 209,120, of whom 8,088, or about 3·9 per cent. were women, and in a later return it appears that these figures increased at the end of December to 1,390 organisations, with 224,383 members, of whom 8,239 were women. While the numbers have increased in each instance, the percentage of women has fallen from about 4½ per cent. in September, 1898, to about 3·7 per cent. at the close of 1899. The largest number of unions is found in the building trades; metals, machinery, and shipbuilding come second; and transportation third; the average number of members was 298 in the City of New York, and 80 in the remainder of the State. All the unions show an increase in the number of members, except "Tobacco working," and the decrease here is accounted for by the non-recognition of labour unions by the "Tobacco Trust." As regards the employment of women, about 62 per cent. were employed in the clothing and textile trades, and about 25 per cent. in the tobacco trades. The percentage of members unemployed during each quarter shows a reduction in every case except that of the first quarter, the percentage being: first quarter, 13·3; second quarter, 3·7; third quarter, 2·9; and fourth quarter, 4·7; the percentage to the whole of members idle on the last day of each quarter was: for the first quarter, 18·6; for the second 10·9; for the third, 4·7; and for the fourth 19·6; showing a reduction in every instance, which was very marked in the second and third quarters. The conditions of employment during 1899 were more favourable than in 1898, and the earnings larger as a rule; there were notable increases in the earnings of union workers in the manufacture of shirts, collars, and cuffs, and of textiles; these, however, affected but a small number of union members. The percentage of members who worked over 60 days during each quarter is as follows:—59·7 per cent. in the first quarter, 76·8 per cent. in the second quarter, 86·7 per cent. in the third quarter, and 77·1 per cent. in the last quarter. Taking the last quarter, the returns show that about 8 per cent. of the men earned less than 100 dol. (about 20%) during the quarter, 55 per cent. earned between 100 and 200 dol. (20% to 40%), 21 per cent. between 200 and 250 dol. (40% to 50%), and 16 per cent. sums over 250 dol.; of the women, 3½ per cent. earned less than 50 dol. (10%), 25½ per cent. between 50 and 75 dol. (10% to 15%), 20½ per cent. between 75 and 100 dol. (15% to 20%), 21 per cent. between 100 and 125 dol. (20% to 25%), 18 per cent. between 125 and 150 dol. (25% to 30%), 6 per cent. between 150 and 250 dol. (30% to 50%), and 5½ per cent. sums over 300 dol. (60%), the proportion in this last case being exactly the same as that of the men. This, however, is probably due to the earnings in the theatrical and musical professions. The average earnings show an increase in almost every instance, and where, as in the case of the iron and steel trade, a reduction is shown, this is due to the formation of new unions of labourers, whose wages are below the average



of those employed in the trade, foundry labourers, for instance whose wages are far below those of moulders and skilled workmen.

**Employment  
of women  
and minors.**

In the State of New York the law now prohibits the employment in factories of males under 18 years of age, and of all females for more than 10 hours a day or 60 hours a week; until 1899 the law applied only to males under 18, and to females under 21. Further, no female and no male under 18 may be employed in a factory in the operation of emery wheels for polishing or buffing, and children under 16 are not permitted to work dangerous machines of any kind.

**Special  
industries.**

During the year 1899 the fact that the manufacture of clothing, cigars, &c., was frequently carried on in insanitary tenement houses, came into prominent notice, and the law was revised so as to require a license issued by the factory inspector as a necessary condition to the lawful manufacture of clothing, cigars, umbrellas, &c. Holders of such licenses must comply with the laws respecting sanitation of rooms, employment of children, &c. Contractors are required to keep a register of the persons to whom they give out work, and landlords are made to share in the responsibility of enforcing the law against "sweet shops."

**Strikes.**

Among the strikes which occurred during the year was the strike of the grain shovellers at Buffalo, in which some 7,000 men were involved, and which lasted from about the end of February till May 22. The contractor proposed to make a change in the method of paying wages, giving 25 c. for every hour actually worked, instead of 1 dol. 85 c. for every 1,000 bushels elevated. This the men declared was equivalent to a reduction of nearly 50 per cent. of their wages, and they further complained of the system under which they stated that they were compelled by the "boss" (or foreman) to frequent certain bars, and generally, of the character of the foremen employed. An agreement was eventually reached, virtually conceding all the men's demands. There was also the strike on the Brooklyn Street Railway system, which employs about 9,000 men, but only a small proportion of these took part. This strike was attended with scenes of violence, and an attempt was made to blow up one of the stations on the elevated railway, in consequence, it was stated, of the men employed on that railway having been unwilling to join their ranks. The strike began July 16, and shortly afterwards a few of the men employed on the Metropolitan Street Railway struck work, probably more out of sympathy for their Brooklyn comrades than on account of any substantial grievance. The Brooklyn company claimed that most of the demands of the men, such as a 10-hour day, a prevailing rates of wages of 2 dol. a day, and overtime at 20 c. an hour, no discharge without sufficient cause, &c., were actually in operation, and had been for some time, but they refused to entertain demands for the employment of extra brakemen or to increase wages. Such public sympathy as may have existed at the commencement of the strike was alienated by the display of violence in Brooklyn, where the strike lasted a little over a week, and that in New York was even of shorter duration.

The prices of leading staple commodities as shown by Bradstreet's index of 107 staple articles, have advanced steadily throughout the year and in a very remarkable degree, there being but a very slight check in April and May. The index number on January 1, 1900, shows an advance in value of 17 per cent. as compared with January 1, 1899, of 22 per cent. over the same date in 1898 and of 31 per cent. over 1897. The index numbers are given below:—

Comparative  
prices of  
staple  
commodities.

Date.	Index Number.		
	1899.	1898.	1897.
January 1 .. ..	77,819	74,184	69,864
April 1 .. ..	79,086	73,586	68,760
July 1 .. ..	80,818	75,570	66,937
October 1 .. ..	86,796	76,562	73,277

On January 1, 1900, the number was 90,071.

Comparing prices on January 1, 1900, with those on the same date in 1899, it is found that out of the 107 staple articles which are taken on the basis of calculation, 81 had increased in price, 18 had decreased and 8 remained unchanged. Generally speaking, the level of value of all classes of staple commodities is higher than a year ago with one notable exception, that of breadstuffs, which are about 6 per cent. lower. Among products showing particularly heavy advances are building materials, which have advanced about 44 per cent., metals 40 per cent., coal and coke 39½ per cent. Raw and manufactured textiles have gained 30 per cent., hides and leather 26 per cent., oils and naval stores 14 per cent., and livestock 13 per cent. Chemicals and provisions each show an advance of about 8 per cent. The articles in which a decrease of value has occurred are cereals and flour, mutton, eggs, tea, rice, currants, silver, bricks, alcohol, opium, hops, tobacco, and ground bone.

Owing to the extreme demand, prices of iron and steel continued to advance almost throughout the year; in most cases they more than doubled and generally stood at their highest point at the close of the year. No. 1 foundry pig-iron averaged 25 dol. in December, 1899, as compared with 11 dol. 97 c. in December, 1898; Bessemer pig-iron 25 dol., against 10 dol. 64 c., and steel rails 35 dol., against 17 dol. 50 c. In steel billets the average rose from 15 dol. 90 c. in December, 1898, to 41 dol. 50 c. in September and October, 1899, but fell to 39 dol. in November, and to 36 dol. 37 c. in December. The average prices for the year were for Bessemer pig-iron 19 dol. 3 c., as against 10 dol. 33 c. in 1898, steel rails 28 dol. 12 c., as compared with 17 dol. 62 c., and steel billets 31 dol. 12 c., against 15 dol. 31 c. The production of pig-iron amounted to over 13,600,000 tons, an increase of about 1,800,000 tons as compared with 1898, and the consumption during the year is estimated at about 14,000,000

Iron and  
steel.

tons, showing a similar increase. The statistics compiled by the American Iron and Steel Association show that the production of Bessemer steel ingots was 7,586,354 tons in 1899, as compared with 6,609,017 tons in 1898, and that of steel rails about 2,300,000 tons, as compared with 1,955,000 tons in 1898. Over 1,500,000 tons or about 68 per cent. of these rails were between 45 and 85 lbs. to the yard, and only 130,000 tons below this weight.

The export of steel rails from the United States amounted to 171,270 tons, valued at 6,122,400 dol., a decrease in quantity as compared with 1898 of 122,320 tons, but an increase in value of upwards of 280,000 dol. or about 56,000%. The largest export was to Canada as in former years, but the amount, 92,000 tons, showed a decrease of upwards of 15,000 tons, as compared with 1898; on the other hand, 85,000 tons went to Asia and Australia as compared with 28,000 tons, and 28,600 tons were sent to Africa, as against 17,400 tons in 1898. Japan only took 5,000 tons, as compared with 45,000 tons in the previous year, and the exportation to Mexico and to Europe, in each case about 21,000 tons, fell off in the first case 44 per cent. and in the second nearly 40 per cent. At the end of October it was stated that orders had already been given for 1,500,000 tons of steel rails to be delivered in 1900.

The export of steel in sheets and plates has increased by about 90 per cent. to 50,600 tons, and that of wire by about 20 per cent. to 89,500 tons. Wire nails, 33,500 tons, show an increase of 250 per cent.

The number of locomotives exported from the United States dropped off from 576 to 487, but that of stationary engines increased from 522 to 870.

The total imports of tin plate, about 59,000 tons, show a reduction of about 12 per cent.; the imports at New York, 41,197 tons, valued at 517,600%, show a reduction of 12 per cent. in quantity but an increase of 13 per cent. in value.

Copper.

The total imports of copper into the United States, nearly 32,000 tons, valued at 2,460,000%, show an increase of over 30 per cent. in quantity and over 160 per cent. in value.

Dry goods.

The import of dry goods at New York, under the heads of cotton, silk, and woollen manufactures, is returned at a total value of about 12,974,000% in 1899, as compared with 11,444,000% in 1898, and 15,230,000% in 1897. Cotton goods show an increase from 4,620,000% to 6,026,000%, or about 30 per cent.; silk, an increase of about 11 per cent., but woollens again show a reduction of over 16 per cent., the figures being 1,971,000% in 1899, as compared with 2,353,618% in 1898, and 5,782,675% in 1897.

Cotton goods.

The active demand for cotton goods for export which sprang up in the autumn of 1898 relieved the market of surplus stock; during the year 1899 the demand fluctuated from time to time, but in the aggregate it was on a larger scale than has been previously experienced for both the home and the export trade. Prices all moved upwards, but not in the same ratio, printed calicos having been affected by exceptional competition of finer

fabrics, and gingham by an apparent determination of leading mills not to advance prices sufficiently to tempt other manufacturers into the field. Home consumption, which had been curtailed in previous years, seems to have regained normal proportions, while the steady drain for exportation kept the supplies of heavy goods at a low point and occupied the Southern mills, which had previously been competing for the home trade with those in the North. The year closed with many mills under full contract for several months to come, and with a demand in excess of the supply. It was estimated that on August 31, 1899, the number of spindles in the North had risen to 13,950,000, being an increase of 50,000 over the two previous years, while in the South the increase was from 3,456,000 in 1897 to 3,670,000 in 1898, and to 3,987,000 in 1899. New mills are being built and extensions are being planned, calculated to add from 150,000 to 200,000 spindles in the North, while the total addition contemplated during the next 12 months is said to be likely to reach 1,000,000 spindles.

The market for print cloths has shown a rising tendency throughout the year; opening at  $2\frac{3}{4}$  c. in January, there was a rise to  $2\frac{1}{2}$  and  $2\frac{1}{4}$  c. in February. In May a very large sale (1,250,000 pieces) was made to a syndicate, and a guarantee was given to maintain the price up to October at not less than  $2\frac{3}{4}$  c.; about the middle of October there was a rise to  $2\frac{7}{8}$  c., and in November this was followed by 3 c. and  $3\frac{1}{4}$  c., the market closing at the latter price in December. Standard sheetings opened at  $4\frac{1}{2}$  c. a yard, and closed at  $5\frac{1}{8}$  to 6 c.; 4 yard sheetings rose from  $3\frac{1}{2}$  c. in January to 5 c. at the beginning of December, at which price they closed; standard 4-4 advanced from  $5\frac{1}{4}$  c. to 8 c., while there was an advance of  $1\frac{1}{4}$  c. to 2 c. in denims, and about the same in ticks.

The total exports of cotton cloth from the United States amounted to 418,426,000 yards in 1899, as compared with 329,832,000 yards in 1898, showing an increase of about 2,000,000 yards in coloured cloth, and of about 71,700,000 yards of uncoloured cloth. The export to the United Kingdom decreased by over 3,000,000 yards, that to Canada by over 6,000,000 yards; on the other hand, there was an increase of 71,500,000 yards in the exports to China, of 11,000,000 yards to other parts of Asia, of 18,000,000 yards to Cuba and Porto Rico, and of over 4,000,000 yards to the West Indies and Bermuda. The exports from New York were 340,635,000 yards, as compared with 248,178,000 yards in 1898, and 197,222,000 yards in 1897. The total import of cotton cloths from the United Kingdom amounted to 50,000,000 yards, as compared with 36,000,000 yards in 1898, and of other manufactured cotton goods the value is given as about 1,672,000*l.*, as against 1,350,000*l.* in 1898. The total import of manufactured cotton goods into the United States from all countries in 1899 reached a value of 7,315,000*l.*, as compared with 5,890,000*l.* in 1898; the imports from the United Kingdom were valued at 2,970,000*l.*, as compared with 2,240,000*l.*

In the autumn of 1899 the prices of raw silk advanced in a Silk.

very marked degree in consequence of the strong demand in Europe, and, notwithstanding the estimated increase in production, which amounted to about 2,250,000 lbs. The American market was slow to follow this lead, but about December there was heavy buying, which resulted in a decidedly higher range of prices. The average prices of raw silk, as given by the American Silk Association for the past three years, are as follows:—

	Average Price.		
	1899.	1898.	1897.
	Dollars.	Dollars.	Dollars.
Classical Italian .. ..	4·80	3·88	3·68
Japanese flature .. ..	4·55	3·74½	3·57
Shanghai steam flature .. ..	4·76	4·04	3·56
Canton double extra .. ..	3·69	2·94	2·60
General average ..	4·45	3·65	3·35

The imports of raw silk are returned at 77,414 bales of 11,163,300 lbs., as compared with 57,515 bales of 8,390,100 lbs. in 1898, and 72,496 bales of 10,160,900 lbs. in 1897, the values being respectively 42,399,600 dol. in 1899, 27,637,000 dol. in 1898, and 30,636,000 dol. in 1897. It is estimated that the silk mills in America use about one-third of the total production of raw silk, and that at the present time about one-third of their production is ribbons, while next in order come broad or web goods, silk thread, hand and machine twist, knitting, crochet, embroidery, and art silks. There are at present 861 silk mills in the United States, many of them of recent foundation, and it is calculated that they give employment to 93,600 workpeople, and that 85 per cent. of their output is consumed in the United States. The conditions of the market for raw silk are somewhat closely watched, as the Department of Agriculture, after making careful experiments, has issued a report, in which they state that serious disappointment is likely to follow extravagant ideas upon the subject of silk raising for profit in the United States. As regards imports, there was a slight increase in the value of dress and piece goods (2,845,000*l.*), as compared with 2,518,000*l.* in 1898, and more considerable increases in velvets and in spun silks in skeins. The importation from the United Kingdom of silk manufactures shows a very slight decrease, from 517,000*l.* in 1898 to 513,000*l.* in 1899. The total imports show an increase of about 10 per cent. (from 5,058,000*l.* to 5,576,000*l.*), the increase coming chiefly from France and Japan.

Woollen  
goods.

The change in the market for woollen and worsted fabrics during the year 1899 has been even more remarkable than that in the case of cotton goods. The year opened with a depressed feeling due to declining prices during the latter part of 1898 and to reported large stocks of merchandise. Early in the year, how-

ever, there was a marked improvement in business, and it soon became apparent that the stock of goods on hand had been overestimated. An advance in prices was first established in staple fabrics of men's ware, and later the rise became general, varying from 15 to 30 per cent. The prominent feature of the year was the preference for all worsted over all woollen fabrics, due probably in a certain measure to the exhaustion of supplies of foreign goods imported previous to the increase in the tariff. A number of mills which had previously been idle for periods of varying duration resumed work on full time, and the demand has been such that even with this increased production the stocks at the close of the year are reported to be abnormally low. Flannels, blankets and carpets all improved in value and closed strong, prospects for all classes of woollen goods being considered decidedly bright. The imports into New York show a slight increase in manufactured wool from 20,658 tons in 1898 to 24,408 tons in 1899. In woollen goods, however, there has again been a decrease from a value of 2,353,618*l.* in 1898 to 1,971,000*l.* in 1899. As regards the total imports into the United States, there was an increase of about 6 per cent. in manufactured wool to close on 106,000,000 lbs., and a decrease in woollen manufactures from a value of 3,050,000*l.* to 2,920,000*l.* Imports from the United Kingdom show an increase in manufactured wool of nearly 50 per cent. in quantity and of about 11 per cent. in value, and a decrease in woollen manufactures of about 10 per cent. in quantity but an increase of about 9 per cent. in value.

The importation of manufactures of flax and hemp at New York increased from a value of 2,012,000*l.* in 1898 to 2,612,600*l.* in 1899. The total importation into the United States was returned at a value of 5,463,000*l.*, an increase of about 10 per cent. as compared with the former year.

The export of leather and manufactures of leather from New York again shows an increase, in leather from 1,528,700*l.* to 1,928,300*l.*, or about 26 per cent., and in manufactures from 351,200*l.* to 473,600*l.*, over 30 per cent. The total exports of leather from the United States rose from 3,736,000*l.* in 1898 to 4,421,000*l.* in 1899, those of boots and shoes from 390,000*l.* to 734,000*l.*; the exports of leather to the United Kingdom increased from 2,800,000*l.* to 3,240,000*l.*, those of boots and shoes from 70,000*l.* to 142,000*l.*; the exports to Australia increased in the case of leather from 57,000*l.* to 85,000*l.*, of boots and shoes, from 65,000*l.* to 150,000*l.* There was also a very large increase in the export of boots and shoes to the West Indies and Bermuda, namely, from 56,000*l.* to about 130,000*l.* The export of sole leather has remained much about the same as that of 1898; the increase has been chiefly in glazed kid, splits, buff, grain, and other upper leather.

The total exports of hides and skins from the United States decreased from 204,000*l.* in 1898 to 154,000*l.* in 1899; the imports, on the other hand, increased from 8,000,000*l.* to 10,225,000*l.*, the increase in quantity being also about 25 per cent. The imports

from the United Kingdom were valued at about 1,337,000*l.*, showing a reduction of about 7 per cent. in value; the decrease in quantity was about 3 per cent. only. The import from Germany more than doubled and there was an increase in that from the East Indies.

**Cattle.** The export of cattle from New York again decreased from 127,000 to about 97,000; the total export from the United States was returned at 409,000, as compared with 398,000 in 1898; and the number sent to the United Kingdom was 304,000, as compared with 343,000 in 1898.

**Butter and cheese.** The export of butter from New York increased from 4,424 tons in 1898 to 8,002 tons in 1899; this compares, however, with 8,577 tons in 1897. There was a further reduction in the export of cheese from 10,305 to 8,230 tons, but the import increased by about 20 per cent. to 4,845 tons.

**Scotch herrings.** The volume of the trade in Scotch herrings at New York remained much the same as in 1898, the receipts being estimated at about 30,000 barrels, or nearly 8,000,000 lbs. Prices were higher and there was a larger demand than usual for the half-barrel.

**Sugar.** The importation of sugar into New York is returned at 1,157,167 tons, valued at 12,318,000*l.*, showing a decided increase over 1898, when the value was returned at 9,256,300*l.*

A third company has been incorporated for the manufacture of beet-sugar in the State of New York, the other two being small factories at Rome and Binghamton. A bounty of 1 c. is paid to the factories for every pound of sugar produced, but the industry does not seem to make much progress in the State of New York, the total production being only about 2,500 tons out of an estimated total of 90,000 tons in the United States. The farmer receives about 5 dol., or 20*s.* 7*d.* a ton for his beets and the crop should yield from 12 to 15 tons per acre. The soil of the central part of the State is well adapted to the cultivation of the sugar-beet and the percentage of sugar yielded is large, but the crop requires more time and money than the farmer is accustomed to give, the amount of labour required is large, and the proper rotation can only be carried out on a large farm.

**Exports and imports.** Tables are annexed of the principal articles of export and import at New York, and, as regards the latter, a distinction has been maintained between articles entering free and those subject to duty. The exports to Great Britain and Ireland have diminished by about 4,400,000*l.* or roughly 12 per cent., those to British possessions, on the contrary, have increased by about 2,000,000*l.* or 24 per cent. The imports from Great Britain and Ireland have increased from 14,400,000*l.* in 1898 to 18,400,000*l.*; those from British possessions from 7,072,000*l.* to 9,700,000*l.* The very large increase shown in the imports from the Netherlands is probably due to those from the Dutch colonies which were previously included under the head of "other countries," but imports from France, Germany, Italy, Brazil, and indeed from most countries, show an increase. The total value of the exports is returned at 93,510,000*l.*, a reduc-

tion of nearly 500,000 $\frac{1}{2}$  as compared with 1898; that of the imports at 103,760,000 $\frac{1}{2}$ , or an increase of nearly 20,000,000 $\frac{1}{2}$ . The export of wheat from New York fell from 49,000,000 bushels in 1898 to less than 27,000,000 bushels in 1899. The inland railroad freight for grain from a common point in the interior is the same to New York and Boston, while it is 1 c. per 100 lbs. less to Philadelphia and  $1\frac{1}{2}$  c. less to Baltimore, Newport News, and Norfolk. As a result, the tendency is for the export of grain to be carried on from the latter ports in preference to New York or Boston.



**RETURN of Principal Articles of Export from New York during  
the Years 1899-98.**

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Agricultural implements	Tons	122,902	2,025,247	156,351	1,368,531
Bacon and hams	Barrels	7,619,362	4,689,753	2,451,271	5,444,412
Barley	"	808,172	752,245	729,478	220,172
Beans and peas	"		174,728		202,972
Beef—					
Fresh	Tons	47,579	2,023,088	48,006	2,066,507
Canned	"	12,112	518,075	7,331	278,067
Cured	"	13,643	324,945	14,461	348,068
Boilers	"		180,285		130,345
Books and maps	"		236,731		235,064
Bran	Tons	90,249	204,400	42,846	127,254
Breadstuffs	"		181,290		219,391
Butter	Tons	8,002	876,227	4,424	304,772
Carriages	"		365,174		287,638
Cattle	Number	96,692	1,303,285	128,937	2,412,864
Cheese	"	8,140	354,116	10,305	393,574
Clover-seed	"	9,155	290,078	7,969	213,672
Clocks and watches	"		256,919		251,068
Copper	Tons	60,180	4,530,951	64,443	4,180,454
sulphates	"	8,188	188,080	4,675	63,542
Corn	Barrels	40,428,477	3,390,299	39,622,273	3,067,237
meal	Barrels	409,691	169,441	366,653	166,771
Cotton—					
Cloths	Yards	340,634,596	2,169,226	248,179,023	2,472,365
Raw	Tons	116,516	3,872,749	182,797	5,106,600
Wearing	"		176,408		130,852
Cycles	"		772,555		1,170,072
Drugs	"		608,733		496,316
Engines, locomotive	Number	256	458,562	306	1,07,810
Flax-seed	Barrels	1,184,438	206,753	1,627,364	231,129
Flour	Barrels	4,728,069	3,412,454	4,737,214	4,107,476
Fruit	"		946,362		877,090
Furniture	"		431,789		406,045
Furs	"		625,291		463,148
Glass	"		167,490		119,131
Glycerine	Tons	32,342	221,333	41,428	254,440
Grease, &c.	"		817,017		309,927
Hardware	"		934,918		724,212
Hops	Tons	8,967	435,661	8,822	687,768
Horses	Number	27,781	766,000	32,551	922,246
Indiarubber, manufactures of	"		181,754		155,164
Instruments, scientific	"		9,6742		492,897
Iron and steel, and manufactures of	Tons	14,269	2,445,517	152,989	1,742,464
Lard	"		3,676,571		3,546,064
compounds	"		214,140		220,342
Leather	"		1,928,337		1,828,761
manufactures of	"		473,664		351,203
Lumber	"		208,691		171,361
Machinery	"		3,699,423		3,216,900
Malt liquors	"		186,562		71,022
Meat products	"		673,800		514,021
Medicines	"		444,203		354,643
Milk	"		162,365		99,871
Nails	Tons	31,053	276,968	17,070	148,123
Nickel	"		229,917		278,572
Oats	Barrels	12,042,157	634,069	22,765,045	1,532,966
Oatmeal	Tons	15,196	173,914	16,797	156,745
Oil—					
Cotton-seed	Gallons	16,759,298	961,399	20,094,759	1,179,049
Illuminating	"	470,589,544	6,527,351	498,513,494	6,294,247
Lubricating	"	65,872,614	1,415,565	48,816,219	1,239,180
Naphtha	"	6,564,127	191,718	2,261,719	108,068
Offcake and meal	"		464,618		409,378
Paper	"		542,950		574,058
Paraffin	Tons	60,175	1,240,286	67,284	1,021,174
Pipes, &c.	"		766,309		571,440
Pork	Tons	22,386	583,067	23,720	618,638
Printing presses	"		155,706		152,660
Pumps	"		465,375		372,290
Railway cars	"		247,706		275,071
Roofing slates	"		170,898		202,137
Soy	Barrels	2,730,970	351,225	3,307,854	994,596
Sewing machines	"		729,169		543,016
Syrup	Gallons	6,844,787	212,024	4,351,297	138,376

RETURN of Principal Articles of Export from New York during  
the Years 1899-98—continued.

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Soap ... ..	Tons ...	9,182	164,114	6,221	100,823
Spirits of turpentine...	Gallons ...	1,844,786	171,436	1,752,612	123,573
Tallow ... ..	Tons ...	24,988	617,594	18,903	431,680
Thé oil ... ..	" ...	41,181	1,380,249	34,200	967,152
Timber ... ..	" ...	...	428,867	...	388,299
Tobacco, &c. ... ..	" ...	...	3,422,237	...	3,266,727
Tools ... ..	" ...	...	534,861	...	385,511
Twine ... ..	" ...	...	256,867	...	102,142
Typewriters ... ..	" ...	...	618,920	...	340,814
Wheat ... ..	Bushels ...	26,881,386	4,112,764	49,293,158	550,283
Wood, manufactures of ...	" ...	...	296,283	...	265,426

RETURN of Principal Articles of Import during the Years  
1899-98.

FREE.

Articles.	1899.		1898.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Books . . . .	..	274,524	..	279,382
Chemicals . . . .	..	2,286,303	..	2,100,231
Cocoa, and shells of . .	16,941	1,002,204	12,068	778,566
Coffee . . . .	347,437	9,755,791	316,810	9,416,872
Copper, pigs . . . .	21,886	1,857,136	7,010	309,367
Cork-wood and bark . .	..	241,608	..	204,375
Cotton, unmanufactured	5,692	268,955	4,524	187,085
Diamonds, rough . . . .	..	979,069	..	502,678
Fruits . . . .	..	429,579	..	384,747
Fur skins, undressed . .	..	1,062,241	..	720,708
Guns . . . .	..	1,053,121	..	4,839,967
Hair . . . .	..	1,272,189	..	209,004
Indiarubber, crude . .	23,122	6,500,934	18,785	4,944,674
Jute, manila, and sisal	106,637	1,863,669	136,114	1,726,204
Liquorice root . . . .	38,688	257,729	30,581	219,560
Oils . . . .	..	529,440	..	419,543
Skins . . . .	..	4,873,228	..	3,711,255
Silk, raw . . . .	1,178	2,218,305	1,085	1,781,536
Soda, nitrate of . . . .	83,737	413,109	..	..
Spices . . . .	12,118	460,928	10,619	396,373
Sugar . . . .	103,534	1,734,223	87,681	1,430,254
Tin, bar and pigs . . . .	27,511	2,898,480	22,285	1,396,394
Specie and bullion . . . .	..	31,191,223	..	..

## DUTIABLE.

Articles.	1899.		1898.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Argols .. ..	10,286	405,625	10,238	371,942
Artwork .. ..	..	412,754	..	311,708
Books .. ..	..	238,645	..	214,247
Bristles .. ..	825	310,164	604	214,552
Burlaps .. ..	..	655,507	..	278,921
Chemicals .. ..	..	1,473,427	..	780,389
China .. ..	..	777,491	..	703,267
Coal-tar colours ..	..	796,167	..	658,538
Cheese .. ..	4,845	281,414	4,088	246,175
Dry goods—				
Cotton .. ..	..	6,025,912	..	4,622,428
Silk .. ..	..	4,977,249	..	4,467,865
Wool .. ..	..	1,970,875	..	2,353,618
Feathers—				
Crude .. ..	..	380,229	..	358,399
Artificial .. ..	..	410,617	..	308,071
Fish .. ..	..	583,679	..	473,514
Flax, manufactured ..	..	2,612,612	..	2,011,761
Fruit .. ..	..	1,066,665	..	1,621,802
Furs .. ..	..	952,470	..	442,381
Glass .. ..	..	553,335	..	327,245
Gloves and leather manufactures ..	..	1,415,373	..	1,350,855
Hat materials .. ..	..	387,195	..	313,225
Hides .. ..	48,428	2,411,374	42,270	2,182,574
Jewellery and precious stones .. ..	..	2,975,457	..	1,505,763
Matting .. ..	..	401,500	..	234,710
Metals .. ..	..	694,781	..	614,493
Paper, and manufactures of .. ..	..	486,383	..	363,480
Rice and rice flour ..	39,217	320,046	47,394	433,794
Sugar .. ..	1,053,633	10,583,637	..	7,826,075
Tea .. ..	22,102	1,227,833	10,760	643,002
Tin-plates .. ..	41,197	515,631	46,724	457,150
Tobacco .. ..	5,601	1,705,297	..	1,568,510
Toys .. ..	..	263,399	..	281,991
Wines and spirits ..	..	1,325,687	..	1,364,385
Wool, unmanufactured	24,408	979,203	20,658	285,473

TABLE showing Total Value of all Articles Exported from and Imported to New York to and from Foreign Countries during the Year 1899.

Articles.	Value.	
	Exports.	Imports.
	£	£
Great Britain and Ireland .. .. .	30,817,241	18,408,747
British Possessions .. .. .	10,577,280	9,699,562
Argentine Republic .. .. .	1,973,600	732,680
Austria-Hungary .. .. .	794,801	1,164,058
Belgium .. .. .	4,162,177	1,593,305
Brazil .. .. .	2,052,115	10,163,921
Central American States .. .. .	438,093	864,062
Chile .. .. .	406,104	743,976
China .. .. .	2,381,768	1,841,022
Cuba .. .. .	..	3,422,344
Denmark and Possessions .. .. .	1,190,560	231,173
France and Possessions .. .. .	5,871,031	11,942,256
Germany .. .. .	11,614,536	12,841,810
Hawaiian Islands .. .. .	..	1,735,180
Haiti .. .. .	436,420	138,722
Italy .. .. .	2,240,309	4,654,538
Japan .. .. .	979,453	1,627,600
Mexico .. .. .	1,157,899	2,478,386
Netherlands and Possessions .. .. .	5,679,731	6,376,983
Portugal and Possessions .. .. .	753,187	723,114
Peru .. .. .	244,654	383,560
Russia .. .. .	1,015,310	654,677
San Domingo .. .. .	197,947	661,410
Spain and Possessions .. .. .	303,897	742,107
Switzerland .. .. .	..	3,013,514
Sweden and Norway .. .. .	1,622,738	365,047
United States of Colombia .. .. .	479,374	897,521
Uruguay .. .. .	289,838	266,487
Venezuela .. .. .	517,794	1,133,206
Other countries .. .. .	5,313,203	4,360,253
Total .. .. .	93,510,853	103,759,186

TABLE showing Countries from and to which Specie was Imported and Exported during the year 1899.

Country.	Value.	
	Imports.	Exports.
	Dollars.	Dollars.
Great Britain .. .. .	6,741,702	64,262,674
France .. .. .	3,827,304	9,654,175
Germany .. .. .	209,301	3,273,330
Cuba .. .. .	2,323,320	5,525,846
Mexico .. .. .	14,358,182	49,312
Other countries.. .. .	3,726,414	1,963,918
Total .. .. .	31,191,223	84,729,255

TABLE showing Shipments of Grain from the Port of New York to Great Britain and the Continent of Europe, with the Nationality of the Vessels, for the Year 1899.

Country.	Steam Vessels.	Total Number of Bushels.
Great Britain .. .. .	676	59,215,197
Belgium .. .. .	31	3,033,271
Netherlands .. .. .	58	4,355,439
Germany .. .. .	139	22,216,383
France .. .. .	29	1,030,799
Portugal .. .. .	20	1,698,888
Denmark .. .. .	44	2,118,188
Italy .. .. .	3	397,189
Spain .. .. .	1	31,644
Norway .. .. .	12	1,050,159
America .. .. .	..	..
Austria .. .. .	7	755,994
Nicaragua .. .. .	..	..
Total .. .. .	1,020	95,903,181

NOTE.—No shipments were made by sailing vessels.

The grain shipments for 1899 were as follows :—

						Quantity.
						Tons.
Wheat .. .. .	..	..	..	..	..	33,212,799
Maize .. .. .	..	..	..	..	..	37,953,210
Rye .. .. .	..	..	..	..	..	2,755,632
Oats .. .. .	..	..	..	..	..	13,114,216
Barley .. .. .	..	..	..	..	..	7,351,599
Buckwheat .. .. .	..	..	..	..	..	613,280
Flax seed .. .. .	..	..	..	..	..	902,395
Total .. .. .	..	..	..	..	..	95,903,131

RETURN of all Shipping at the Port of New York during the  
Year 1899.

ENTERED.

Country.	Number of Vessels.			Tonnage.		
	Steam.	Sailing.	Total.	Steam.	Sailing.	Total.
Great Britain and Colonies...	1,872	597	2,269	3,775,370	272,093	4,047,463
United States...	361	467	828	894,318	214,241	1,108,559
Austria-Hungary...	18	...	18	37,761	...	37,761
Belgium...	48	...	48	172,704	...	172,704
Brazil...	...	2	2	...	1,180	1,180
Cuba...	14	...	14	14,968	...	14,968
Denmark...	54	4	58	97,505	1,454	98,959
France...	97	2	99	276,591	448	277,039
Germany...	494	39	533	1,554,685	49,775	1,604,460
Hawaii...	...	3	3	...	2,998	2,998
Italy...	22	44	66	44,491	32,040	76,531
Netherlands...	118	3	121	340,188	5,423	345,611
Norway...	215	15	233	232,379	12,981	245,360
Portugal...	21	...	21	37,278	...	37,278
Spain...	39	2	41	42,942	519	43,461
Sweden...	...	1	1	...	384	384
Other countries...	...	1	1	...	312	312
Total...	3,176	1,180	4,356	7,521,680	593,848	8,115,528

CLEARED.

Country.	Number of Vessels.			Tonnage.		
	Steam.	Sailing.	Total.	Steam.	Sailing.	Total.
Great Britain and Colonies...	1,495	653	2,148	3,486,308	268,876	3,755,184
United States...	370	302	672	928,648	182,617	1,111,265
Austria-Hungary...	11	...	11	23,200	...	23,200
Belgium...	49	...	49	174,806	...	174,806
Brazil...	...	3	3	...	2,155	2,155
Cuba...	13	...	13	14,176	...	14,176
Denmark...	68	5	73	123,200	2,608	125,808
France...	103	2	105	288,523	471	288,994
Germany...	474	31	505	1,634,256	39,874	1,674,130
Hawaii...	...	5	5	...	5,532	5,532
Italy...	15	38	53	28,990	29,021	58,011
Netherlands...	113	15	128	298,663	23,064	321,727
Norway...	179	20	199	168,488	17,371	185,857
Portugal...	20	1	21	36,202	226	36,428
Spain...	41	1	42	45,295	227	45,522
Sweden...	...	1	1	...	384	384
Other countries...	1	4	5	400	640	1,040
Total...	2,952	1,081	4,033	7,151,153	593,066	7,744,219

RETURN of the Number of Seamen who have been Engaged, Discharged, Left Behind, Reported Dead, or Deserted, or who have been Relieved at the British Consulate-General, New York, and showing the Total Number of British and Foreign Sailors who were Engaged, Discharged, &c., from British Ships, with the Amount of Wages paid at the Consulate to Seamen on Discharge from their Ships, and from Hospital or Jail ; and also showing the Number of Agreements entered into during the Year 1899.

Seamen.										Wages.		Agree- ments.							
Engaged.	Discharged.	Left Behind.			Dead.			Deserted.	Relieved.	Nationality.		Total Number of Seamen.	Paid on Discharge from Vessels.	Paid on Discharge from Hospital or Jail.	Total Wages Paid.	Number Opened.			
		In Hospital.	In Jail.	Total.	At Sea.	On Shore.	Total.			British.	Foreign.								
11,860	8,762	181	11	192	67	9	76	1,763	150	9,610	10,883	20,793	Dol. 402,015	c. 17	Dol. 8,948	c. 23	Dol. 406,863	c. 40	188

## PROVIDENCE, R.I.

Mr. Vice-Consul Stockwell reports as follows:—

The record of the year 1899 is satisfactory, generally, to all interested in the established industries and in all branches of commerce.

There was no lack of employment throughout the year, and no strikes in any department have occurred. In some trades and occupations wages have been advanced. In brief the story of the year is: uninterrupted employment of all labour and higher wages, and the result is greater prosperity to all classes.

The bank clearings in 1899 amounted to 335,316,200 dol. Bank larger by 69,842,200 dol. than the clearings of 1898, and the largest since the clearing-house was established.

The average bank rate for best commercial paper during the year 1899 was 4.87 per cent., against 4.65 per cent. in 1898. The rate per cent. in 30 years has rarely been below 5 per cent.

	Per Cent.	
	From—	To—
Discount rates .. ..	3½	5
Call loans .. ..	2½	4
Cotton loans .. ..	5	6½
Participation account ..	..	5
Savings banks deposits ..	..	4
„ bank loans .. ..	5	6

During the year savings-bank deposits in the State increased 2,500,000 dol.

The price of cotton, middling uplands, ranged from 6 to 7½ c. Cotton per lb. The sales in the Providence market in the year 1899 amounted to 500,000 bales of 500 lbs. each.

The price of print cloths, 64 by 64, in this market, ranged from 2½ to 3½ c. The sales amounted to 750,000 pieces during the year.

The following are extremes of prices of wool during the year:—



	Prices of Wool per Lb.			
	Lowest.		Highest.	
	From—	To—	From—	To—
	Cents.	Cents.	Cents.	Cents.
Ohio, XX., .. .. .	26	27	36	37
Michigan, X .. .. .	20	21	28	30
Ohio and Michigan, No. 1 ..	26	28	35	39
Ohio, delaine .. .. .	27	28	37	40
Ohio, fine, unwashed .. ..	17	18	25	26
Michigan, fine, unwashed ..	14	15	23	24
Ohio, fine, unmerchable ..	19	20	29	29
Michigan, fine, unmerchable ..	15	17	25	26
Half blood, unwashed .. ..	20	22	28	30
Three-eighths and a quarter blood, unwashed .. ..	21	22	27	30
Texas, spring .. .. .	14	15	18	22½
Northern, spring .. .. .	14	15	17	23
Oregon, eastern .. .. .	12	14	17	19
Montana, fine .. .. .	12	15	19	27
Wyoming, fine, medium.. ..	12	13	19	20
Utah, fine, medium .. .. .	13	14	20	22
A, super. .. .. .	41	43	53	57
B " .. .. .	33	35	48	50
Australian—				
Combing .. .. .	28	33	38	44
Clothing .. .. .	29	33	37	43
Cross-breeds .. .. .	28	31	32	35
Cape and Natal .. .. .	19	24	24	26
Montevideo .. .. .	19	23	27	30
Carpet wools—				
Angora .. .. .	12	13	13	13½
Khorassans .. .. .	17	20	17	21
Bagdad .. .. .	20	23	21	25
Aleppo, unwashed .. ..	11	12	13	13
China, best ball .. .. .	16	17	16	18
Donskoi .. .. .	18	21	23	25
Scotch wool .. .. .	16	17	17	18

Building  
trade.

The number of new buildings, including dwelling houses, built during the year in the City of Providence was 410, at a total cost of 3,589,625 dol.

In the building trades there has been continued activity throughout the year. Wages are as follows:—

				Amount.	
				Dol. c.	
Carpenters .. .. .	Per day ..			2	50
Masons .. .. .	" ..			3	50
Painters .. .. .	" ..			2	50
Plumbers .. .. .	Per hour ..			0	40

In summer the working day may be 9 hours, but in winter it is barely 8 hours.

The jewellery business during the year 1899 has been the best **Jewellery.** for several years. Ordinarily, jewellers work only 6 months of the year, but in 1899 work continued throughout the year, some establishments keeping open during the evenings to meet orders. A part of the time there was not help enough of the right kind to supply the demand. At the close of the year no stock remained on hand, all had passed into consumption. The sale of jewellery tells the story always of prosperity. When all bodily wants are supplied then comes adornment of person. The trade was chiefly domestic. There were no large or important failures and collections were prompt and easy.

The number of jewellery establishments in the City of Providence is 250 in which 10,000,000 dol. is invested, and 7,000 persons, one-third women, are employed. Wages have been increased 10 per cent.

The manufacture of machinery has kept all employed who **Machinery.** wanted to work. A new manufactory of locomotives and automobiles, employing 2,500 men, was started during the year. Wages of machinists range from 2 to 3 dol. per day.

No woollen or cotton mill was shut down during the **Woollen and** year except to make repairs. Wages have been increased 10 per **cotton mills.** cent.

				Amount per Week.	
				From—	To—
				Dollars.	Dollars.
Wages of weavers	..	..		7	9
„ spinners	..	..		10	12
„ carders	..	..		10	11

There has been a notable increase in the number of yarn mills. Some mills idle for 10 years have been brought into use as yarn mills, and have been worked continuously during the year.

Dyers, bleachers and printers have been employed every work day in the year, and some establishments have not been able to keep up with orders. The number of persons employed in mills and factories in the State is 70,000, an increase of 9,000 over the previous year. The number of children employed is about 6 per cent.

The cost of living has increased about 10 per cent. Rents and clothing are no higher, but butter, meat, and vegetables cost more.

The harbour of refuge at Point Judith is not complete, but **Harbour of** it has now a total length of 6,970 feet, a depth of 10 feet at **refuge.** mean low water, and a width of 20 feet. It encloses an area of about 1 square mile. During 10 months of 1899, 26 steamers, 18 barges, 138 schooners, and 122 sloops found refuge in this harbour of protection. This and the harbour of refuge at Block

Ship Channel  
and Docks.

Island, described in the report of last year, are important aids to navigation and commerce at this stormy point on the coast.

The Providence River and Narragansett Bay Works have received generous aid from the United States Government. The Ship Channel, 400 feet wide and 25 feet deep, has been extended nearly to deep water. The deep draught ships of the world may now come up to the wharves of Providence. Great improvement has been made also in the harbour of Newport.

A movement has been started in the City of Providence to improve and extend the City Docks, and if accomplished will add greatly to shipping facilities.

The State Capitol is nearly completed, and will be occupied probably in June, 1900. The structure is of white marble, and is said to be the finest State building in the United States.

Annex A.—RETURN of Shipping at the Port of Providence during the Year 1899.

ENTERED.

Nationality.	Sailing.	
	Number of Vessels.	Tons.
British .. .. .	50	6,825
American .. .. .	17	4,814
Norwegian .. .. .	1	401
Total .. .. .	68	11,540
„ 1898 .. .. .	65	12,068

CLEARED.

Nationality.	Sailing.	
	Number of Vessels.	Tons.
British .. .. .	38	5,274
American .. .. .	6	1,011
Total .. .. .	44	6,285
„ 1898 .. .. .	43	5,874

Annex B.—RETURN of Principal Articles of Export from  
Providence during the Years 1899–98.

Articles.	Value.	
	1899.	1898.
	£	£
Iron .. .. .	828	267
Lumber .. .. .	191	..
Miscellaneous .. .. .	161	..
Total .. .. .	1,180	267

RETURN of Principal Articles of Import into Providence during  
the Years 1899–98.

Articles.	Value.	
	1899.	1898.
	£	£
Dry goods .. .. .	49,468	29,816
Chemicals .. .. .	10,239	16,949
Metals, and manufactures of ..	27,016	16,899
Liquors .. .. .	3,063	4,705
Precious stones .. .. .	98,380	51,339
Wood, and manufactures of ..	6,869	4,276
Tea and coffee .. .. .	1,532	2,867
Minerals .. .. .	3,766	..
Tobacco .. .. .	1,179	..
All others .. .. .	16,837	24,701
Total .. .. .	218,349	151,052

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported into Providence to and from all Countries during the Years 1899–98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Austria-Hungary ..	..	..	19,172	9,589
Belgium ..	..	..	486	225
British West Indies ..	..	..	3,074	3,904
Canada ..	828	267	6,712	4,843
Cuba ..	..	..	1,095	1,225
England ..	..	..	37,192	32,756
France ..	171	..	118,060	61,239
Germany ..	..	..	18,489	16,762
Hayti ..	..	..	1,161	1,115
Ireland ..	..	..	3,545	362
Italy ..	..	..	3,145	712
Netherlands ..	..	..	2,096	1,247
Portugal ..	181	..	183	109
Russia ..	..	..	..	5,404
Scotland ..	..	..	5,700	1,506
Spain ..	..	..	197	603
Sweden and Norway ..	..	..	..	1,302
Switzerland ..	..	..	2,952	3,656
Turkey in Asia ..	..	..	44	4,450
All others ..	..	..	46	43
Total ..	..	..	218,349	151,052

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UNITED STATES.

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ON THE

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orders for 43 steam and gas engines, aggregating 3,500 horsepower. They are to be shipped to the following countries:—England, France, Germany, Austria, Denmark, Belgium, Russia, Sweden, Scotland, Australia, New Zealand, South Africa, Holland, Argentine Republic, Peru, Chile, Hawaii, Mexico, and Canada. The foreign sales are increasing with such rapidity that the Westinghouse Machine Company are doubling the capacity of their works in order to meet the increased demand.

The Richmond Locomotive and Machine Works, of Richmond, Va., are building 20 locomotives for the Swedish Government. The firm had previously supplied engines to the Finnish State Railways. The Swedish contract calls for 10 heavy freight locomotives to be completed by May 15, and 10 tank engines to be finished by June 7. The Swedish Government lately sent an engineer to this country to inspect the work. The first of the engines was given a trial trip from Richmond to Newport News and the shipment to Sweden will be made from that port. The locomotives have some peculiar features compared with American engines, having no bell and no pilot, these being unnecessary in Sweden, as all railroads there are protected by fences. The engineer sits on the left of the cab instead of the right, and there are other departures from the American type of construction.

Messrs. Cramp and Sons report that the calendar year 1899 showed an extraordinarily small volume of work completed and delivered.

The only ships completed and delivered in the year 1899 were:—

The "Admiral Farragut," 2,000 tons and 14 knots speed, for the American Mail Steamship Company, trading to Jamaica.

The "Mexico," 5,000 tons and 17 knots speed for the New York and Cuba Mail Steamship Company, trading to the Island of Cuba and Mexican ports.

No naval work was completed or delivered within the calendar year.

With regard to work undertaken and still in progress, the year 1899 is stated to be the most important in their history.

During that year work progressed on the Russian battleship "Retvizan," of 12,700 tons and 18 knots speed; the Russian first class protected cruiser "Variag," 6,500 tons and 23 knots speed; the United States battleship "Maine," 12,500 tons and 18 knots speed.

Contracts were also made for and work progressed upon the following vessels:—

Two passenger and cargo steamers for the International Navigation Company, each of about 12,000 tons gross register and 17 knots speed.

Three passenger steamships for the Oceanic Steamship Company trading between San Francisco, New Zealand, and Australia by way of Honolulu and Samoa, each of about 7,000 tons gross register and 17 knots speed.

The  
Richmond  
Locomotive  
and Machine  
Works.

Wm. Cramp  
and Sons,  
Ship and  
Engine  
Building  
Company.



One passenger steamship, not yet named, for the New York and Cuba Mail Steamship Company, of about 6,000 tons gross register and 18 knots speed.

Two freight and cargo ships for the last named Company of about 4,000 tons gross register and 14 knots speed.

Two passenger and cargo steamships for the Clyde line, each of about 3,500 tons gross register and 14 knots speed.

Grain.

The Information and Statistical Committee of the Commercial Exchange of this city has, through Mr. John Barber, its Secretary, compiled tables showing the decrease, both in volume and percentage, of the shipment of grain from the central portion of the Eastern seaboard. The Committee calls attention to the fact of the continuous decline in the wheat export trade of Philadelphia, and says: "To check this tendency will require radical measures and vigorous and united efforts on the part of our merchants and railroad companies to secure for Philadelphia an increased volume of wheat business and a share of the total American wheat trade, more consistent with the percentages of other grains being exported from this port."

The following table gives the totals of all grain shipments in the last two years:—

From—	Quantity.	
	1899.	1898.
	Bushels.	Bushels.
New York .. .. .	82,948,986	121,714,321
Baltimore .. .. .	61,602,635	73,079,603
Philadelphia .. .. .	41,765,934	42,744,721
New Orleans .. .. .	34,426,127	35,428,642
Boston .. .. .	33,832,200	32,400,846
Montreal .. .. .	27,458,849	34,717,748
Galveston .. .. .	22,821,911	16,920,566
Newport News .. .. .	22,170,604	22,233,333
Portland, Me. .. .. .	12,124,201	7,192,902
Norfolk and Portsmouth .. .. .	5,978,494	10,084,116
St. John, N.B. .. .. .	3,123,512	2,838,988
Mobile .. .. .	2,203,973	1,919,084
Charleston .. .. .	172,960	659,000
Total .. .. .	350,630,356	401,933,870

"In 1897," the report states, "the total grain shipments from American ports was greater than ever before. The year 1898 eclipsed 1897. Some decline in 1899 is then but natural. Although the volume of Philadelphia's trade was not equal to that of 1898, yet the share of the whole increased about 1 per cent., and the volume was larger than that in any year previous to 1898."

The following table, dealing entirely with wheat, shows the volume of business done by the various ports. It shows that the gain has been in the North and South, while the

central territory, from New York to the Gulf, has suffered greatly :—

Port.	Quantity.	
	1899.	1898.
	Bushels.	Bushels.
New York .. .. .	26,830,386	49,909,158
Galveston .. .. .	15,713,400	11,288,278
New Orleans .. .. .	11,562,812	12,795,548
Boston and Charlestown .. .. .	11,567,847	12,288,150
Montreal .. .. .	10,010,184	8,805,930
Baltimore .. .. .	9,549,270	18,542,034
Portland, Me. .. .. .	5,881,327	3,007,915
Philadelphia .. .. .	4,013,927	5,660,284
St. John, N.B. .. .. .	1,923,797	969,768
Newport News .. .. .	508,897	2,937,312
Mobile .. .. .	384,470	178,000
Norfolk and Portsmouth .. .. .	148,882	700,791
Charleston .. .. .	90,960	445,000
Total .. .. .	98,131,159	127,528,163

In rye, New York and Philadelphia made about equal advances Rye. in the percentage of their shares of the total business—about 3 per cent.—with New York doing much the largest share of the total exports. The total amount of trade in this grain fell off 68·74 per cent. in 1899.

#### EXPORTS of Rye, 1899-98.

Ports.	Quantity.	
	1899.	1898.
	Bushels.	Bushels.
New York .. .. .	2,745,970	8,307,944
Baltimore .. .. .	1,262,131	4,581,406
Philadelphia .. .. .	619,186	1,460,517
Boston .. .. .	73,306	245,195
New Orleans .. .. .	..	234,574
Newport News .. .. .	..	141,909
Galveston .. .. .	..	65,020
Total .. .. .	4,700,593	15,036,565

The following table shows the volume of business and percentage Corn. of the whole in corn. Baltimore from sixth place in wheat shipments holds the first place in corn. The four leading corn ports have changed but little either in volume or percentage of the whole amount exported, while the total volume of business is practically the same for the two years. New York gained a trifle both in volume and in her share of the whole.

## EXPORTS of Corn, 1899-98.

Ports.	Quantity.	
	1899.	1898.
	Bushels.	Bushels.
Baltimore .. ..	46,786,127	45,096,477
New York .. ..	40,429,477	39,632,273
Philadelphia .. ..	29,458,344	29,851,346
New Orleans .. ..	21,989,586	20,735,569
Boston and Charlestown ..	17,337,608	11,542,828
Newport News .. ..	14,118,703	16,115,375
Montreal.. ..	13,554,277	19,099,106
Galveston .. ..	7,040,697	5,565,600
Norfolk and Portsmouth ..	5,829,612	9,383,325
Portland, Me. .. ..	2,297,282	999,086
Mobile .. ..	1,617,586	1,736,254
St. John, N.B. .. ..	366,460	467,171
Charleston .. ..	82,000	164,000
Total .. ..	200,866,759	200,388,410

## Oats.

Philadelphia's oat export business ranks second in importance in the American trade. Newport News made the largest percentage of gain, rising from 5.15 per cent. of the whole in 1898 to 16.08 per cent. in 1899. While Philadelphia increased about 7 per cent., Portland increased 3 per cent., and Baltimore a slight fraction. Every other port lost. New York's decrease amounting to 12.89 per cent., the total volume was 20.43 per cent. less than during 1898.

## EXPORTS of Oats, 1899-98.

Ports.	Quantity.	
	1899.	1898.
	Bushels.	Bushels.
New York .. ..	12,943,153	23,864,946
Philadelphia .. ..	7,674,487	5,772,574
Newport News .. ..	7,548,004	3,038,737
Boston and Charlestown ..	4,583,439	8,324,673
Baltimore .. ..	4,005,107	4,859,686
Portland, Me. .. ..	3,995,592	3,185,901
Montreal.. ..	3,894,388	6,812,712
New Orleans .. ..	923,729	1,662,956
St. John, N.B. .. ..	833,255	1,402,049
Mobile .. ..	201,917	4,830
Galveston .. ..	58,814	1,668
Charleston .. ..	..	50,000
Total .. ..	46,661,885	58,980,732

## SILK Manufacturing in Pennsylvania.

	Quantity.	Amount.
	Number.	Dollars.
Total number of establishments engaged in silk manufacture during 1898 .. ..	88	..
Spindles—		
Winding and doubling .. .. .	179,733	..
Spinning and twisting .. .. .	482,699	..
Braiding .. .. .	36,886	..
Total .. .. .	699,318	..
Hand looms—		
Plain broad goods .. .. .	36	..
Jacquard .. .. .	54	..
Narrow goods.. .. .	87	..
Total .. .. .	177	..
Power looms—		
Plain broad goods .. .. .	5,234	..
Jacquard .. .. .	1,748	..
Ribbons .. .. .	1,447	..
Other narrow goods .. .. .	809	..
Total .. .. .	9,238	..
Machines—		
Knitting and lace .. .. .	268	..
Sewing.. .. .	201	..
Braiding .. .. .	2,932	..
Total .. .. .	3,401	..
Employés—		
Males over 16 years of age .. .. .	5,441	..
Females over 16 years of age .. .. .	10,998	..
Children between the ages of 13 and 16 .. .. .	3,926	..
Total .. .. .	20,365	..
Aggregate wages paid—		
Males .. .. .	..	2,022,586
Females .. .. .	..	2,371,254
Children .. .. .	..	473,011
Total .. .. .	..	4,866,851
Equivalent in sterling .. .. .	..	£ 973,370 4
Average number of weeks in operation .. .. .	51	..
Value of production—		Dollars.
Tram and organzine .. .. .	..	11,223,898
Yarns .. .. .	..	2,977,110
Spool silk, floss, &c. .. .. .	..	725,000
Ribbons .. .. .	..	4,327,274
Dress silks, satins, plushes, and other broad goods .. .. .	..	10,889,464
Miscellaneous products .. .. .	..	2,107,823
Total .. .. .	..	32,250,599
Equivalent in sterling .. .. .	..	£ 6,450,119 16
Production of broad goods and ribbons—	Yards.	
Broad goods .. .. .	18,870,096	..
Ribbons .. .. .	69,532,622	..
(569)		B 2

SILK Manufacturing in Pennsylvania—continued.

	Number.	Amount.
Average yearly earnings—		Dollars c.
Males .. .. .	..	371 73
Females .. .. .	..	215 61
Children .. .. .	..	120 48
Average weekly earnings—		
Males .. .. .	..	7 29
Females .. .. .	..	4 23
Children .. .. .	..	2 36
Value of production per employé .. ..	..	1,587 75
Relative per cent. of wages to value of production .. .. .	..	15 0
RÉSUMÉ OF SILK MANUFACTURE FOR THE YEAR 1898.		
Total number of establishments in operation	88	..
„ spindles .. .. .	699,818	..
„ hand looms .. .. .	177	..
„ power looms .. .. .	9,238	..
„ machines .. .. .	3,401	..
Weeks in operation .. .. .	51	..
Number of persons employed .. .. .	20,365	..
Aggregate wages paid .. .. .	..	4,866,851
Equivalent in sterling .. .. .	..	£ 973,370 4
Value of production .. .. .	..	Dollars. 32,250,599
Equivalent in sterling .. .. .	..	£ 6,450,119 16

Proposed  
deepening of  
the fairway  
channel in the  
Delaware  
River.

The Board of Engineers have completed their report for 1899, and they are of the opinion that the improvement of the channel should be first made where it will be of the greatest and most immediate benefit to navigation. The shoal in the channel, just below Reedy Island, is now the most troublesome obstruction to the navigation of the river. The Board accordingly recommend that the expenditure be now authorised for the improvement of that part and for the construction of a portion of the bulkhead required for the formation of the proposed basin for the reception of dredged material. The channel should be excavated to a full depth of 30 feet at mean low water with a width as great as can be formed with the funds available not exceeding 600 feet, and so much of the bulkhead should be constructed as is necessary to form a basin for the deposit of the material so excavated.

American  
trade with  
Japan.

An American business man, writing upon the subject of Japan, gives some rather useful hints which may be interesting to British merchants:—  
“As to the foreign trade of Japan, it now amounts to enough to be well worthy of American consideration. It was more than

220,000,000 dol. (44,000,000L.) last year, and of this the largest share of the exports went to the United States. We take, in fact, about one-fourth of all the goods that Japan sells to foreigners, and it is only lately that we have been sending anything like our share in return. We buy more of her raw silk than any other nation. Our exports of this alone footing up to more than 12,000,000 dol. (2,400,000L.), we pay her about 3,000,000 dol. (600,000L.) a year for tea, and an equal amount for silk goods, while we annually buy 1,500,000 dol. (300,000L.) worth of Japanese matting.

"We send 300,000 dol. (60,000L.) a year to Japan for drugs and chemicals, and a large amount for curios, porcelain, and other such things. We buy more and more every year, but it is only lately that our sales have largely increased.

"At present America is gaining more rapidly in the Japanese market than any other nation; 20 years ago we furnished only about 5 per cent. of the Japanese imports, and Great Britain furnished over 50 per cent., now we are supplying 15 per cent. of all that Japan buys, and England has lost about half of its trade.

"During the past few years the Americans have been sending locomotives and railroad machinery to Japan, and our exports of iron and steel manufactures now amount to more than 2,500,000 dol. (500,000L.) a year. We are having an increased trade in wheat and flour, some of the Pacific coast mills being run almost entirely to supply the Japanese markets. People are becoming bread-eaters, as well as rice-eaters, and in the army bread has been lately introduced as one of the rations. A great deal of flour is used as paste for fan-making and other manufactures of paper, so that the demand for the American article is six times as great as it was 10 years ago.

"The Japanese are anxious that American capitalists should come to Japan and look over the ground with a view to uniting with them in building factories to capture the great markets of China as soon as that Empire is opened up by the Powers.

"They believe that such a combination would be immensely profitable, and say that the cheap labour and undoubted skill of the Japanese would enable goods to be made in Japan more cheaply than in the United States."

A cheap telephone system, for use of farmers, is one of the new developments in America worthy of notice. This line is in use between the cities of Anderson, Pendleton, and Ingalls, Indiana. It is not an experiment, but it is in active daily operation with four regular subscribers, and it gives a service which is reported as comparing favourably with the lines of the regular companies. The line is unique, in that it employs as a conductor such a common, everyday commodity as the top wire of a barb-wire fence, the continuity of the line being assured by special devices at highway and railroad crossings. The line is 14 miles in length with five stations, two at Anderson, two in Pendleton, and one at Ingalls. The success

Wire fence  
telephone  
system.

on this novel telephone line is stated to be due largely to the perfect insulation. The builder has used the top strand of the fence-wire, which is treated to a generous coating of rubber paint. At the fence sections common galvanised wire is used to continue the circuit to a connection with the next fence, the same arrangement being carried out at the railroad crossings. In order to carry the line across the road or highway, the circuit is either placed beneath an inverted trough, covered by the material of the road, or it is carried overhead by means of two poles, one on each side of the crossing.

The cost of this telephone outfit is extremely low, as there is no expense for copper wires, and poles are only needed at the crossings. Where the number of patrons is not too large the service is said to be all that could be desired. Local farmers state that they have used the "Fence line" to converse with friends eight miles distant, and this at a time when the fence posts were still saturated with the morning dew, a condition under which the line is supposed to work with least satisfaction.

It is stated that the line has been such a practical success, that the farmers of the neighbourhood are organising companies for the purpose of placing themselves in telephonic communication throughout the whole district. A further evidence of the practicability of the barb-wire telephone is found in the case of the Wagner Glass Company, with offices at Anderson, who are able to communicate daily with their works at Ingalls, 13 miles distant. The cost in this case is only 100 dol. (20*l*.) per year, and there is the added advantage that, having only two other subscribers on that wire, the line is almost always available.

**Paper tiles.**

In my annual report for 1898, I stated that there was a firm in the United States who were turning out large quantities of paper tiles for roofing purposes, but I was, unfortunately, not in a position to give the process of manufacture.

I have now received the following from the National Papier Maché Works at Milwaukee:—

"The tile that we are manufacturing at present is a very big contract we are fulfilling for the Pan-American Exposition in the shape of Spanish roofing. These tiles are only intended for the special purpose for about 18 months. The tile would last just as long as an ordinary tar-roofing would last but no longer. You can get any architectural effect from our tile, but the saving from the ordinary tar and gravel roofing would be in the weight and in the ease with which they are placed on the roof.

"We make large papier maché booths that could be used out of doors for a few months, but they would not be serviceable articles to stand a tropical rainy season."

It will be seen that the tiles mentioned in my former report, and made by the National Papier Maché Works, are intended for temporary use only, and evidently could not be used to take the place of the present methods of roofing.

The following is a list of products that have already been made on a commercial scale from the stalk of the maize:—

The uses of  
cellulose  
manufactured  
from corn-  
stalks.

1. Cellulose for packing cofferdams of battleships.
2. Pyroxylin varnish, a liquid form of cellulose, the uses of which are practically unlimited.
3. Cellulose used for nitrating purposes for making smokeless powder and other high explosives.
4. Cellulose for packing, it being the most perfect non-conductor known against heat of electricity and for protection against concussion.
5. Paper pulp and various forms of paper made therefrom, both alone and mixed with other grades of paper stuff.
6. Stock food made from the fine ground outer shells or shives of cornstalks, also from the nodes or joints. The leaves and tassels also furnish a shredded or baled fodder.
7. Mixed feeds for stock containing fine ground shells or shives as a base, and in addition thereto various nitrogenous and concentrated food substances, or blood, molasses, pulp, apple pomace, and other by-products.
8. Poultry foods, two types, namely:—

Type 1. Containing a dominant nitrogenous factor for laying hens.

Type 2. Containing a dominant carbo-hydrate factor for fattening purposes.

This is a list of the principal uses of the cornstalk products, but each class may be subdivided into a variety of purposes.

In general appearance the gas rock-drill closely resembles the ordinary form of steam and air-drills now in use, and the general character of the machine is the same, the radical difference being in the motive force. In fact, it is the ordinary drill fitted with an internal combustion or gas engine. Except for the flywheel, one would hardly suspect that a gas engine was concealed in the machine.

The gas engine is of the four cycle type for the larger and usual sizes, and the two cycle type for the smallest sizes. Patents are pending for a double action engine, which can be used where desirable, and it is also intended to apply the engine to diamond drills. While the gas engine differs but little from others of the four cycle type, it has an electric spark igniter, worked by a rod and cam, which is absolutely positive, does not get out of order, and is easily accessible for cleaning. By simply removing a single plate the igniter can be exposed.

In the newer models the sparking rod can be done away with, and sparking done by means of a small trigger attached to the piston, reducing still further the number of wearing parts. All valves are of simplest construction and are worked by rods, moved by cams, and are consequently of positive action. The fuel used is preferably gasoline, as being cheapest and best, but the machine can be adapted to use any form of petroleum, producer gas, or ordinary coal gas.

The oil supply is held in a small can connected to the drill by a universal joint, which will always maintain the can in a



horizontal condition, no matter whether the drill is pointed up or down. There is but one air valve, which is so designed as to admit just the proper proportion of air for the given fuel. The proportion is determined for each machine, and when once fixed, requires no further adjustment. Any ordinary labourer can operate the valve. The air valve also regulates the speed of the drill, it is the throttle valve, as it were, and is so placed near the feed crank that only one man is required to operate the drill.

The combustion chamber is of easy access, thus facilitating cleaning when necessary. A water jacket surrounds the combustion chamber, a tube provided through which the operator feeds a cupful of water occasionally. Less than a gallon of water a day is required for this purpose. The water jacket can be omitted and a simple radiating jacket substituted if so desired, thus doing away with the necessity of feeding water to the machine.

In what is considered the best type of this machinery a double yoke is fitted through the middle of the piston and connects with a shaft, carrying the fly-wheel and cams operating the igniter and valves. In the newest designs a single yoke is used. The valve cams are placed on the same side as the fly-wheel, simplifying construction, and air chambers are provided inside the piston, thus doing away with the compensating air cylinder, and reducing the length of the drill one-third. These air chambers and the compensating air cylinders provide a cushion of air, which relieves the machine of all shock. In the best air or steam drills, one of the points of superiority claimed is that the drill strikes an uncushioned blow, and the fact that air cushions are provided in the gas rock-drill might be deemed a point against it. As a matter of fact, the gas rock-drill with its air cushion, strikes a much harder blow than an air drill of same size, and it moreover has this advantage, that the piston can never strike the cylinder head. Most air drills are provided with buffers of some sort of leather, rubber or steel springs, so that if the attendant neglects to feed the drill into the rock, and the piston strikes the cylinder head, the chance of breaking the machine is lessened. It is admittedly unsafe to let this happen. The gas rock-drill can be operated with no resistance at the point of the drill without damaging the machine in the least. The gas rock-drill has in common with the best make of air drills a solid chuck and a solid bar fastened directly to the piston, thus delivering the full force of the explosion to the rock. A pawl and ratchet working in a rifle bar gives the necessary rotation to the drill steel.

The whole of the drill with gas engine and valve rods is encased in a suitable steel armour or jacket of sufficient strength to prevent any damage to the working parts from falls or flying rock. The drill can be thrown to the ground without injury. In fact, the construction is such that it will withstand much rougher handling than the ordinary drills.

The shell slide and feeding device do not differ from that of ordinary air drills, and the whole machine can be mounted on any

make of tripod, but one bolt being required to make the connection. The drill can be used in any position, drilling a hole equally well up or down, or at any angle desired. It can be used where air and steam drills are used, and what is of the most importance in many places where the air or steam drill cannot be used to advantage.

The fly-wheel and oil-can can be detached and applied quickly by an ordinary labourer, and the machine made ready for drilling operations. The number of parts requiring lubrication are not any greater than in best forms of air drills. The drill can be run at any desired spread, the force of the blow being estimated at 800 lbs.

The electric current for the igniter can be supplied by any ordinary cell battery. The same battery used for firing the blasts can be used to supply the current for the igniter.

For small operations, such as for instance blasting rock in trenches or cellar excavations, where the amount of work is small, and where the first cost in time and money for an air or steam driven drill plant would be prohibitive, the gas rock-drill can, it is claimed, be most advantageously used. It can be put into place in a moment, all ready to operate, a few cents worth of gasoline being all the fuel required for a day, and one man can work the drill without any assistance. For prospecting, the gas rock-drill is an ideal machine, as the whole outfit, drill, fuel and all, can be packed on the back of a mule.

It is also peculiarly adapted for mining operations on a large or small scale, particularly in those regions where coal or wood and water are expensive to obtain. No buildings are required to house the gas drill plant, no troublesome air or steam pipe lines must be laid and maintained. In quarry and mining work, the pipe line and fittings are a large item of expense, and the necessity of detaching the machine and adding new pipe lines every time the drill is moved, as the work progresses, means a great loss in time. In the gas rock-drill all this is done away with.

Perhaps one of the most novel and interesting inventions is a Dish-washing power-driven dish-washing machine designed for use in hotels and restaurants. This machine is composed of two parts, a water reservoir and a cover hinged or hooked on the reservoir. Within the water reservoir two carrier frames are mounted, the one rotating with the other. The outer carrier frame is provided with spring-pressed clips shaped to receive and hold a dish firmly; the inner carrier-frame is provided with brushes, which pass over the inner surface of the dishes held in the clips, the outer surface being cleansed by brushes mounted in the reservoir. The two carrier frames are so mounted and connected by gearing that the inner brush-carrying frame rotates at a speed many times that of the outer dish-carrying frame. In the cover of the machine two openings are formed, an upper feed opening and a lower discharge opening. As the dishes are placed in the feed opening, the clips are automatically opened by spreaders mounted in the cover to receive the dishes; the dishes in rotating are thoroughly

brushed and washed, as they reach the discharge opening another spreader opens the clips, thus releasing the dishes and enabling them to glide out upon the table. The water reservoir can be heated in any desired manner. The inventors claim a speed of more than one dish per second for their power driven machine.

Scrubbing  
machine.

A new scrubbing machine has recently attracted considerable attention in this part of the United States, owing to its novelty of construction and the excellency of its work. The machine comprises a frame carried upon a pair of rubber tired drive wheels which communicate motion through a central sprocket chain to a horizontal shaft. This shaft has a pair of bevel gear wheels which mesh with similar gear wheels arranged upon the upper ends of two vertical shafts. The lower ends of the vertical shafts carry a number of brushes, which are adjustable and are held at the required pressure to the floor by suitable weights. The machine is exceedingly practical and is a decided improvement, as it scrubs the floor thoroughly and works as well close to the base-board of the floor as in any other position. Furthermore, it does not splash, and being easily worked is a great time and labour saver. As an evidence of the merit in which it is held, it is now being used at the State, War and Navy Departments in Washington, and is giving excellent satisfaction in scrubbing the floors of the great corridors of that building.

Lathe for  
turning table  
legs.

The fact that American made furniture is finding buyers in the United Kingdom, should lead special interest to the following description of a patent variety lathe, designed for turning table legs, stair balustrades, piano stools and other parts of furniture. The machine in question may be described as follows:—

“The frame is a trunk casting, cored out, making it exceedingly stiff and strong without unnecessary weight. The machine is built in seven different sizes to turn material up to the following extreme lengths: 24, 32, 38, 42, 48, 52, and 58 inches. It will, however, turn anything shorter than the lengths given.

“The spindle is made of forged steel running in habbitt metal bearings made in halves and provided with self-lubricating oil cellars and cups.

“The cutter-heads each carry three knives with their cutting edges shaped to suit the style of work desired to be turned. It requires different heads and knives for different styles of work, but with any one set of heads and knives the machine can be adjusted by the use of an inexpensive cam for turning the same shape of heads in round, oval, hexagon, octagon and square, without any change whatever in the cutters. A moment's time is required to change the machine from any one of the shapes specified.

“The table is worked by a convenient hand-lever; it slides upon planed V-shaped ways and is gibbed to the frame. The table is provided with adjusting screws at each end for regulating the diameter of turning. The head stock contains a spur centre rotated by a belt from the centre-head spindle to a sub-counter, attached to the base of the machine, thence to movable tight and

loose pulleys. The table is so arranged that the belt for driving the feed is automatically shifted as the table is moved in and out rotating the material to be turned as it advances towards the cylinder and stopping it automatically when the table is moved back to the proper position to remove the turned object from the centres after the turning is performed.

"This machine works quickly and simply. The material to be turned is placed between the centres in its rough state, with square corners if desired, and moved to the cutter-heads, by the hand-lever, when it is reduced to its proper diameter and shape in its entire length at one and the same time. With the knives kept in proper order the work is turned smoothly so that no polishing is required. Sharp corners, small curves and fine beads can be cut without breaking down or lifting the fibre.

"The capacity of this machine depends somewhat upon the style of work, varying from 1,000 to 3,000 pieces per day. Round, oval, oblong, square, hexagon, or octagon shapes can be turned with equal success.

Fully 95 per cent. of the candle moulding machinery is the production of one firm in the United States and a few particulars concerning a new 240 mould candle machine recently produced by that firm may be of interest to British manufacturers. Candle-making machinery.

It may be well to make clear the difference in construction between the new patent and the older machines which were of less capacity.

The development was to a great extent brought about by the demand for machines of greater capabilities together with the introduction of new materials for candle-making.

Tallow, for instance, is stated to be easy upon a machine, while on the other hand, paraffin is severe, and where a machine of 26 moulds was formerly deemed of sufficient capacity, the demand of to-day is for a 240 mould machine for ordinary sizes, and for a 360 mould for smaller sizes.

240 mould seem to be about the natural limit of a machine for casting candles in most general use, viz., from 14 to four to the lb, and 360 mould for smaller candles such as Christmas or toy candles not over 7 inches long and  $\frac{5}{8}$ ths of an inch in diameter.

The improvements in the modern machine are in the introduction of an L-formed leg by which greater rigidity is secured, of stronger gearing and friction rollers, of a more substantial lower rack or platen, therefore walking and sagging is prevented, of a better construction of pistons, of a patented tray by which space is economised, of patented upper racks and overflow and gauges whereby the efficiency of the machine is increased.

The machine consists of a stout iron frame supporting a metallic box or chest containing vertical candle moulds whose upper ends open directly into a pair of horizontal channels into which the melted stock is poured. These moulds are traversed by tubular pistons attached to a common follower which is raised and lowered by racks, the power being applied at the crank. The upper ends of the pistons are conical to impart the usual tapering tip to the

candles, and each piston has a wick passed up through it, the various wicks being wound upon spools or bobbins situated at the base of the machine.

The moulded candles are clamped in removable racks. The wicks are first passed up through the tubular pistons, thence through the moulds and finally secured at the upper ends of the latter, after which the follower is either raised or lowered by turning the crank so as to produce candles of the desired length, the follower being retained in the required position by properly adjusted gauges or stops.

The melted stock is now poured into the channels of the box and runs directly into the open upper ends of the moulds, the latter being made warm by the admission of steam or hot water to the interior of the box. The stop sends the moulds until it is arrested by the conical recesses in the heads of the pistons, and when all the moulds are filled the supply of steam or water is admitted to the chest for the purpose of cooling the candles, which operation usually takes about 20 minutes. The candles having thus been cooled and hardened, the surplus stock is speedily cut away from the channels so as to leave each candle at liberty to be raised out of the mould, but before doing so the racks are placed in position upon the chest. These racks are furnished with horizontal boards having circular holes in them which holes are accurately in line with the moulds, and are sufficiently large in diameter to admit the candles freely. These precautions having been taken, the operator turns the crank in such a manner as to elevate the follower and the pistons attached thereto, the result being to force the candles out of the moulds and drive them into the racks. Each rack has a slide which is shifted longitudinally a slight distance by a cam-lever, so as to lock or clamp the candles therein, the wick extending uninterruptedly from the moulds down to the spools. The moulded candles being thus locked in position, the follower is lowered until it again rests upon the stop, when the above described operations are repeated. Sufficient room is left at one end of the racks to allow the pouring of the melted stock into the channels. Before the second run of the candles is cooled, the wicks of the first run are cut by passing a sharp knife horizontally beneath the racks, and the charged racks are removed from the box, emptied of the candles, and then returned to receive the second run as soon as they are hardened and elevated in the manner just described. During the cooling process the water admitted into the chest finds its way out through numerous orifices opening into the overflow troughs, which are fitted with waste-pipes for carrying it away.

Annex A.—RETURN of British Shipping at the Port of Philadelphia during the Year 1899.  
Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.		Total Tonnage.		Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	£
138	187	295	238,466	328,290	282	31	468,373	22,945	491,318
									...
									£
									...

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Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.										Cleared.															
Countries whence Arrived.			Number of Vessels.			Tonnage.				Value of Cargoes.			Countries to which Departed.			Number of Vessels.			Tonnage.				Value of Cargoes.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.		
Argentine Republic	2	...	2	817	...	817	...	...	...	Argentine Republic	1	...	1	2,333	...	2,333	...	...	...	2,333	...	...	2,333		
Brazil	4	...	6	4,314	2,998	7,300	...	...	...	Brazil	2	...	2	2,396	...	2,396	...	...	...	2,396	...	...	2,396		
Chile	15	...	15	25,388	...	25,388	...	...	...	Belgium	3	...	3	6,441	...	6,441	...	...	...	6,441	...	...	6,441		
Cuba	61	...	67	73,993	9,015	82,998	...	...	...	Cuba	55	...	19	84,013	11,177	95,250	...	...	...	95,250	...	...	95,250		
Costa Rica	1	...	1	998	...	998	...	...	...	Costa Rica	...	...	1	...	...	998	...	...	...	998	...	...	998		
Denmark	6	...	11	5,208	10,398	15,674	...	...	...	Denmark	46	...	2	86,163	834	86,997	...	...	...	86,997	...	...	86,997		
Egypt	3	...	4	5,461	7,128	12,679	...	...	...	China	2	...	2	6,779	5,779	12,558	...	...	...	5,779	...	...	5,779		
France	7	...	33	11,472	67,790	79,262	...	...	...	France	53	...	1	107,953	1,833	109,786	...	...	...	109,786	...	...	109,786		
Germany	20	...	23	48,291	6,345	54,636	...	...	...	Germany	15	...	1	86,122	...	86,122	...	...	...	86,122	...	...	86,122		
Greece	5	...	5	7,044	...	7,044	...	...	...	Greece	...	...	1	1,478	...	1,478	...	...	...	1,478	...	...	1,478		
Holland	46	...	50	102,894	8,630	111,024	...	...	...	Holland	52	...	1	115,139	...	115,139	...	...	...	115,139	...	...	115,139		
Hayti	6	...	5	5,909	...	5,909	...	...	...	Honduras	1	...	1	227	...	227	...	...	...	227	...	...	227		
Italy	7	...	10	11,796	16,061	27,857	...	...	...	Italy	1	...	1	384	...	384	...	...	...	384	...	...	384		
Mexico	1	...	11	14,378	10,871	25,249	...	...	...	Mexico	...	...	4	7,289	...	7,289	...	...	...	7,289	...	...	7,289		
Portugal	1	...	17	1,433	3,214	4,647	...	...	...	Japan	11	...	11	23,763	...	23,763	...	...	...	23,763	...	...	23,763		
Russia	4	...	3	6,697	...	6,697	...	...	...	Norway	23	...	23	33,737	1,744	35,481	...	...	...	35,481	...	...	35,481		
Spain	36	...	52	64,846	26,220	91,066	...	...	...	Portugal	2	...	2	3,022	...	3,022	...	...	...	3,022	...	...	3,022		
Turkey	1	...	1	1,340	...	1,340	...	...	...	Russia	2	...	2	2,487	...	2,487	...	...	...	2,487	...	...	2,487		
United States of America	2	...	98	164,693	...	164,693	...	...	...	Spain	9	...	9	2,932	...	2,932	...	...	...	2,932	...	...	2,932		
Uruguay	1	...	1	935	...	935	...	...	...	United States of America	...	...	108	191,181	...	191,181	...	...	...	191,181	...	...	191,181		
Total	328	184	412	373,209	321,386	694,594	...	...	...	Colombia	1	...	1	1,094	...	1,094	...	...	...	1,094	...	...	1,094		
										Total	286	182	418	537,407	307,767	745,174									

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*Report on the Trade and Commerce of Philadelphia for the Year  
1899*

By MR. CONSUL POWELL.

(Received at Foreign Office, April 30, 1900.)

During the year 1899 the total number of British ships <sup>British</sup> that entered the port of Philadelphia (including the West Indian <sup>shipping.</sup> trade) amounted to 707 vessels with a tonnage of 1,261,350 tons, against, in 1898, 768 vessels with the tonnage of 1,327,615 tons, showing a decrease of 61 vessels with a tonnage of 66,265 tons.

The cause of this decrease may have been attributable to various causes, but the chief one is undoubtedly the large increase of vessels under the Norwegian flag employed in the West Indian fruit trade. On making enquiry as to the reason for the employment of Norwegian in preference to British vessels, I am informed that the reason is that when a British vessel has become too old and consequently too expensive owing to the increased insurance for a British owner to hold, the Norwegians will buy and run her to advantage.

The expense of running such a vessel under the Norwegian flag is from 15 to 30 per cent. less than under the British flag. The rate of insurance on a British ship amounts at times to as much as 24 per cent. of her value, or in the case of an old compound engine boat it may be impossible to get any insurance at all, whereas under Norwegian insurance, which is generally placed in clubs, the same ship would probably be insured at a rate of about 6 per cent. on the value of the vessel. Moreover, the expenses in wages and victualling is 30 to 40 per cent. less than in a British ship.



NON-BRITISH Shipping at the Port of Philadelphia during the  
Year 1899.

Flag.	Number of Vessels.	
	Sailing.	Steam.
American .. ..	84	6
Austro-Hungarian .. ..	..	3
Belgian .. ..	..	51
Danish .. ..	..	23
Dutch .. ..	9	13
French .. ..	5	5
German .. ..	23	63
Italian .. ..	22	1
Norwegian .. ..	10	103
Portuguese .. ..	6	..
Spanish .. ..	..	3
Swedish .. ..	..	4
Total .. ..	159	275

## Imports.

The value of the goods imported into the Port of Philadelphia during the year ended December 31, 1899, was—

						Value.
						Dollars.
Free .. ..	..	..	..	..	..	14,593,961
Dutiable .. ..	..	..	..	..	..	33,647,035
Total .. ..	..	..	..	..	..	48,241,016
						£
Equiv. in sterling .. ..	..	..	..	..	..	9,648,203 4

Of this amount, 3,890,214 dol. (778,042l. 16s.) was carried in American vessels, and 44,350,802 dol. (8,870,160l. 8s.) was carried in foreign vessels.

The value of goods imported into the Port of Philadelphia from the British Empire was—

Country.	Value.		Total.	
	Free.	Dutiable.	Currency.	Sterling.
	Dollars.	Dollars.	Dollars.	£ s.
England .. ..	2,998,555	5,980,866	8,979,421	1,795,884 4
Scotland .. ..	170,858	1,809,854	1,490,712	296,142 8
Ireland .. ..	2,158	250,189	252,347	50,469 8
British Honduras ..	3,500	3	3,503	700 12
Nova Scotia .. ..	80,148	87,247	67,895	13,479 0
Ontario .. ..	..	865	865	173 0
Newfoundland ..	74,406	79,744	154,150	30,830 0
British West Indies..	831,690	450,215	1,281,905	256,381 0
British East Indies ..	2,641,280	1,238,081	3,874,311	774,862 4
Hong-Kong .. ..	1,820	10,878	12,698	2,539 12
Australasia .. ..	8,352	280,837	289,189	57,837 16
British Possessions in Africa .. ..	110,725	..	110,725	22,145 0
Total .. ..	6,873,492	9,633,729	16,507,221	3,301,444 4

The total value of the imports of Philadelphia for the calendar year 1899 was 48,241,016 dol., and the total of exports 67,044,250 dol. The value of exports for 1899 was greater by 7,651,996 dol. than those of the year before. The total value of exports for 1899 was the largest in the history of the port. The following comparative statement of some of the principal articles exported is of interest:—

Articles.	Value.	
	1898.	1899.
	Dollars.	Dollars.
Cattle .. ..	1,169,090	1,356,790
Corn .. ..	11,300,625	11,829,697
Oats .. ..	1,772,103	2,343,376
Wheat .. ..	4,757,696	3,114,549
Flour .. ..	6,597,745	8,394,451
Locomotives .. ..	1,718,817	1,111,120
Crude petroleum .. ..	2,242,611	2,202,986
Lubricating oils.. ..	1,039,355	1,074,164
Bacon .. ..	1,617,418	2,282,872
Hams .. ..	1,472,001	1,360,687
Lard .. ..	2,264,567	1,992,030
Refined petroleum .. ..	8,381,043	12,174,849

A comparative statement of the value of some of the principal articles imported during the years 1898 and 1899 is as follows:—

Articles.	Value.	
	1898.	1899.
	Dollars.	Dollars.
Bananas .. .. .	512,545	798,459
Goatskins .. .. .	2,485,626	3,532,337
Manganese ore .. .. .	480,535	665,061
Burlaps .. .. .	1,151,048	960,262
Beet sugar, U. 16 D. S. ..	3,622,156	4,768,512
Cane sugar, .. .. .	10,539,711	12,570,867
Wool .. .. .	1,472,738	1,983,419

IMPORTS of Cattle, &c., 1899.

Description.	Pennsylvania.		Ohio.		Michigan.		Indiana.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Milch cows ..	970,473	Dollars. 32,171,180	Number. 790,989	Dollars. 25,224,830	Number. 463,698	Dollars. 15,162,925	Number. 605,855	Dollars. 20,447,606
Other cattle ..	523,653	14,314,840	674,619	20,702,044	338,120	9,041,695	629,075	20,536,787
Sheep..	814,322	2,928,302	2,839,690	10,635,250	1,389,073	4,973,892	677,905	2,713,993
Horses ..	559,722	33,243,571	640,429	35,222,931	412,462	23,752,443	577,220	29,337,782
Mules ..	37,794	2,878,355	16,883	979,911	2,567	166,161	38,754	2,141,268
Hogs ..	1,043,331	7,936,097	2,307,051	11,572,167	735,035	3,824,387	1,340,231	6,591,357

(569)

PHILADELPHIA.

SHIPMENTS of Hog Products from Cincinnati, 1898.

Description.	Quantity.	
	Lbs. ..	Barrels ..
Pork ..	..	7,829
Bacon ..	..	19,249,094
Ham ..	..	18,960,561
Dry salted meat, in boxes ..	..	8,085,200
" " loose..	..	108,107,000
Lard ..	..	65,952,000

A 4

IMPORTS of Agricultural Products, 1899.

Description.		Pennsylvania.		Ohio.		Michigan.		Indiana.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Wheat ..	.. Bushels..	20,472,923	Dollars. 13,512,129	39,998,006	Dollars. 25,598,724	19,335,198	Dollars. 8,667,875	25,331,175	Dollars. 16,231,152
Corn ..	.. ..	40,255,872	16,504,908	99,048,816	29,714,645	26,476,350	9,531,486	141,852,594	38,300,200
Oats ..	.. ..	39,148,032	11,352,923	32,945,978	8,236,494	80,599,048	8,667,733	43,301,243	7,889,287
Rye ..	.. ..	3,936,080	2,007,406	625,320	344,266	1,097,012	570,446	454,638	223,024
Potatoes ..	.. ..	16,243,815	6,554,840	11,506,063	4,947,173	11,430,210	3,657,667	8,214,232	3,532,120
Hay ..	.. Tons ..	3,068,970	35,293,155	2,133,699	19,096,608	1,050,873	14,028,188	2,093,376	16,828,833

TABLE showing Area and Population.

States.		Area.	Population, 1890.
		Sq. miles.	
Pennsylvania ..	.. ..	44,985	5,258,014
Ohio ..	.. ..	40,760	3,672,816
Michigan ..	.. ..	35,910	2,098,000
Indiana ..	.. ..	57,490	2,192,000

The total value of exports from the port of Philadelphia during the year 1899 was 67,044,250 dol. (13,408,850*l.*); of this amount, 471,853 dol. (94,370*l.* 12*s.*) was carried in American vessels and 66,572,397 dol. (13,314,479*l.* 8*s.*) was carried in foreign vessels, out of which total the following amounts were sent to the British Empire :—

Country.	Value.		
	Currency.	Sterling.	
	Dollars.	£	s.
England .. .. .	25,131,149	5,026,229	16
Scotland .. .. .	4,065,543	813,108	12
Ireland .. .. .	1,700,172	340,034	8
Bermuda .. .. .	7,259	1,451	16
Nova Scotia .. .. .	246,363	49,272	12
Newfoundland .. .. .	63,349	12,669	16
British West Indies .. .. .	53,057	10,611	8
" Africa .. .. .	1,504	300	16
" East Indies .. .. .	196,165	39,233	0
" Guiana .. .. .	5,283	1,056	12
Gibraltar .. .. .	11,917	2,383	8
Total .. .. .	31,481,761	6,296,352	4

Since the boom in the iron trade in 1879-80 there has not been such activity exhibited in the iron and steel trade as during the year 1899. The prosperity in the iron trade commenced in 1898 when a strong demand for nearly all kinds of iron and steel products started, which was sufficient to keep the principal mills steadily employed throughout the year.

This improvement in the home business, together with the remarkable export business which has steadily been increasing, so overwhelmed the mills with work that it became no longer a question of prices, but where to find anyone who had anything to sell for reasonable early delivery. At the beginning of 1899 Bessemer pig-iron was selling at 10 dol. 50 c. (2*l.* 2*s.*) to 10 dol. 75 c. (2*l.* 3*s.*) per ton of 2,240 lbs. at Pittsburg, and kept steadily advancing, until about the first quarter of the year prices had risen to 13 dol. 50 c. (2*l.* 14*s.*) delivered in Pittsburg, and anyone who wanted a large quantity would have to pay 14 dol. (2*s.* 16*s.*); speculative dealers in lots of Bessemer pig-iron of 5,000 tons and over demanded 15 dol. (3*l.*) as their price delivered in Pittsburg, and refused to receive offers at lower figures.

In spite of this unparalleled advance of prices there was an actual scarcity of pig-iron, and furnaces that had been idle for years were repaired and got ready to start work. In the Pittsburg district, which turns out about 60,000 tons of pig-iron per week, every furnace that could be worked was in blast. The Carnegie Steel Company, the leading producers, can make, with their 4 furnaces at Duquesne, 9 at Bessemer, 2 at Rankin, 2 at Pittsburg, or 17 in all, about 2,200,000 tons a year, equal to about

one-fifth of the entire output of the country. The total output of the United States is over 1,000,000 tons of pig-iron in a month, and notwithstanding this tremendous output, the largest on record, an actual shortage developed.

The American Iron and Steel Association have received from the manufacturers complete statistics of the production of all kinds of pig-iron in the United States in 1899. The total production of pig-iron in 1899 was 13,620,703 gross tons, against 11,773,934 tons in 1898, an increase of 1,846,769 tons, or nearly 16 per cent.

Large as the increase in 1899 was it has been considerably exceeded in two former years. In 1898 the output was 2,121,254 tons more than in 1897, and in 1895 the output was 2,788,920 tons more than in 1894. The following table gives the total production of pig-iron in the United States for the last 21 years :—

Year.						Amount.
						Gross tons.
1879	..	..	..	..	..	2,741,853
1880	..	..	..	..	..	3,835,191
1881	..	..	..	..	..	4,144,254
1882	..	..	..	..	..	4,623,323
1883	..	..	..	..	..	4,597,510
1884	..	..	..	..	..	4,087,868
1885	..	..	..	..	..	4,044,526
1886	..	..	..	..	..	5,683,329
1887	..	..	..	..	..	6,417,148
1888	..	..	..	..	..	6,489,738
1889	..	..	..	..	..	7,603,642
1890	..	..	..	..	..	9,202,703
1891	..	..	..	..	..	8,279,870
1892	..	..	..	..	..	9,157,600
1893	..	..	..	..	..	7,124,502
1894	..	..	..	..	..	6,657,388
1895	..	..	..	..	..	9,446,308
1896	..	..	..	..	..	8,623,127
1897	..	..	..	..	..	9,652,680
1898	..	..	..	..	..	11,773,934
1899	..	..	..	..	..	13,620,703

The production of Bessemer pig-iron in 1899 was 8,202,778 tons, against 7,337,384 tons in 1898. The production of basic pig-iron made with coke alone or mixed anthracite coal and coke in 1899 was 985,033 tons, against 785,444 tons in 1898.

The production of spiegeleisen and ferromanganese in 1899 was 219,768 tons, against 213,769 tons in 1898.

The production of charcoal pig-iron in 1899 was 284,766 tons against 296,750 tons in 1898. The whole number of furnaces in blast on December 31, 1899, was 289, against 240 on June 30, 1899, and 202 on September 30, 1898.

TABLE of all kinds of Pig-Iron produced from 1896-99.

States.	Quantity.			
	1896.	1897.	1898.	1899.
	Tons.	Tons.	Tons.	Tons.
Massachusetts .. ..	1,878	3,284	3,661	2,476
Connecticut .. ..	10,187	8,336	6,336	10,129
New York .. ..	206,075	243,304	228,011	264,346
New Jersey .. ..	59,163	95,696	100,681	127,598
Pennsylvania .. ..	4,024,166	4,631,634	5,537,832	6,558,878
Maryland .. ..	79,472	193,702	190,974	231,477
Virginia .. ..	396,277	307,610	283,274	365,491
North Carolina .. ..	17,744	17,092	13,762	17,835
Georgia .. ..				
Alabama .. ..	922,170	947,831	1,033,676	1,063,906
Texas .. ..	1,221	6,175	5,178	5,808
West Virginia .. ..	108,569	132,907	192,699	187,858
Kentucky .. ..	70,660	85,899	100,724	119,019
Tennessee .. ..	248,338	272,130	263,439	346,166
Ohio .. ..	1,196,326	1,372,689	1,986,358	2,378,212
Illinois .. ..	925,239	1,117,239	1,365,898	1,442,012
Michigan .. ..	149,511	132,578	147,640	184,448
Wisconsin .. ..	158,484	108,909	172,781	208,175
Minnesota .. ..				
Missouri .. ..	12,548	23,883	141,010	138,880
Colorado .. ..	45,104	6,582		
Total .. ..	8,623,127	9,652,680	11,773,934	13,620,703



Among the chief items going to make up the total for 1899, and the value to which they were exported during that year compared with 1898, is shown in the following table:—

	Value.	
	1898.	1899.
	Dollars.	Dollars.
Pig-iron .. .. .	2,702,551	3,282,241
Steel rails .. .. .	5,888,404	6,122,382
To Asia and Oceania .. .. .	585,142	1,962,284
Mexico .. .. .	711,175	499,700
British North America .. .. .	1,982,370	1,990,822
Europe .. .. .	642,658	463,857
Africa .. .. .	340,906	568,202
Japan .. .. .	1,041,813	164,286
Wire-rods, steel .. .. .	390,144	521,466
Steel sheets and plates .. .. .	787,245	1,690,510
Structural iron and steel .. .. .	1,235,451	2,059,289
Wire .. .. .	3,036,818	5,526,930
Builders' hardware .. .. .	6,945,221	8,943,530
Machinery, electrical .. .. .	2,523,644	3,143,336
" metal working .. .. .	5,741,750	6,840,924
Pumps and machinery .. .. .	2,300,511	3,016,645
Sewing machines .. .. .	3,062,471	4,103,828
Locomotives .. .. .	5,190,782	4,767,850
Typewriters .. .. .	2,077,250	2,776,363
Wire-nails .. .. .	574,909	1,667,976
Pipes and fittings .. .. .	4,593,451	6,763,396

#### EXPORTS of Iron and Steel during the Years 1897-99.

Month.	Value.		
	1897.	1898.	1899.
	Dollars.	Dollars.	Dollars.
January .. .. .	4,591,054	5,511,639	7,347,042
February .. .. .	4,382,831	5,405,321	6,718,775
March .. .. .	5,769,368	7,074,437	8,838,622
April .. .. .	5,013,939	6,308,966	9,039,131
May .. .. .	5,622,059	7,000,804	8,601,114
June .. .. .	5,310,697	7,132,498	8,842,091
July .. .. .	4,918,107	7,012,977	8,286,466
August .. .. .	5,049,865	7,452,522	10,317,447
September .. .. .	4,935,464	7,065,583	8,559,368
October .. .. .	5,664,936	7,299,895	9,593,453
November .. .. .	5,492,754	7,431,553	9,292,340
December .. .. .	5,879,384	8,049,389	10,230,500
Revised totals ..	62,737,250	82,771,550	105,669,645

## OUTPUT of Iron and Steel, 1899-98.

Articles.	Year.		United States.	Pennsylvania.	Ohio.	Indiana.	Michigan.
Pig-iron, all kinds...	1899	Gross tons...	13,620,703	6,558,678	2,378,212	...	134,443
	1898	" "	11,773,934	5,537,832	1,986,358	...	147,640
Bessemer pig-iron ...	1899	" "	8,202,778	4,473,493	1,862,965	...	...
" steel in-	1898	" "	7,337,384	4,040,965	1,570,535	...	2,939
gotas ...	1899	" "	7,586,354	3,968,779	1,679,237	...	...
	1898	" "	6,609,017	3,402,254	1,489,115	...	...
Open hearth steel	1899	" "	...	...	...	...	...
	1898	" "	2,230,292	1,317,521	79,886	...	...
Bessemer steel rails	1899	" "	2,240,767	1,224,807	...	...	...
	1898	" "	1,976,702	1,053,326	...	...	...
Structural iron ...	1899	" "	...	...	...	...	...
	1898	" "	702,197	641,726	21,243	...	...
Plates and sheets ...	1899	" "	...	...	...	...	...
	1898	" "	1,448,301	918,410	256,433	...	...
Wire rods, iron, and steel ...	1899	" "	...	...	...	...	...
	1898	" "	1,071,000	417,636	269,566	...	...
Wire nails ...	1899	Kegs	...	...	...	...	...
	1898	" "	7,418,475	3,408,000	1,711,399	...	...
Cut nails ...	1899	" "	...	...	...	...	...
	1898	" "	1,672,221	768,171	392,004	...	...
Roller iron and steel ...	1899	Gross tons...	...	...	...	...	...
	1898	" "	8,513,370	4,622,770	1,231,739	...	...
Iron ships ...	1899	Gross tonnage	...	...	...	...	...
	1898	" "	62,266	12,435	12,205	2,984	...

## COAL, 1899.

States.	Bituminous.		Anthracite.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	Dollars.	Tons.	Dollars.
United States ..	187,843,750	156,675,876	56,697,000	90,193,548
Pennsylvania ..	73,563,779	50,023,383	56,659,177	90,068,091
Ohio ..	14,967,328	11,973,862	..	..
Indiana ..	6,305,639	5,675,075	..	..
Michigan ..	250,000	375,000	..	..

## PETROLEUM, 1898.

States.	Quantity.	Value.
	Barrels.	Dollars.
United States ..	55,364,233	44,193,359
Pennsylvania ..	14,743,214	13,608,002
Ohio ..	18,733,706	12,305,210
Indiana ..	3,730,907	2,214,322

One of the most interesting features of the present great Coal export. commercial activity in the United States is the extraordinary demand which has been made for American coal in Europe in consequence of the threatened coal famine on the Continent.

For the first time in their history the United States have become exporters of coal to Europe. Within a short time there have been enquiries for placing orders from London and Germany

in this city. In Germany the demand has arisen through the exceptional activity of German manufacturing establishments, supplemented by the exertions of the Coal Trust, which has forced the price of coal much inferior to American up to about the exorbitant figure of 9 dol. 90 c. (about 1*l.* 19*s.* 8*d.*) per ton to all those who are not fortunate enough to have contracts placed earlier. Italy is already using American coal and recently a considerable shipment was made from Newport News to Marseilles.

The following is a table of American coal shipped to Italy during the last six months giving the dates and names and nationality of steamers with the amount carried and port of destination :—

Date of Shipment.	Name of Steamer.	Nationality.	Tonnage.	Destination.
November 20, 1899 ..	"Hercules" ..	Italian ..	3,414	Genoa
December 27, 1899 ..	"Onton" ..	Spanish ..	3,444	Gibraltar, f.o.
December 30, 1899 ..	"Venus" ..	Italian ..	5,480	Ancona
January 12, 1900 ..	"Neptunus" ..	Italian ..	5,390	Genoa
January 16, 1900 ..	"Phœbus" ..	Italian ..	4,856	Venice
February 3, 1900 ..	"Exmouth" ..	British ..	5,650	Gibraltar, f.o.
February 10, 1900 ..	"Jupiter" ..	Italian ..	5,500	Gibraltar, f.o.
March 20, 1900 ..	"Bayonne" ..	British ..	3,500	Gibraltar, f.o.
March 17, 1900 ..	"Venus" ..	Italian ..	5,500	Genoa
March 28, 1900 ..	"Themis" ..	Italian ..	3,200	Gibraltar, f.o.
April 4, 1900 ..	"Onton" ..	Spanish ..	3,608	Gibraltar, f.o.

The exportation of American coal to Italy is in consequence of the high prices of British coal. The American coal being placed in the market of Genoa from 6*s.* to 8*s.* per ton cheaper than British coal.

The American coal, in consequence of its being very friable, is not screened out, but the powdered portion is much used for the manufacture of briquettes.

Baldwin  
Locomotive  
Works.

The number of locomotives constructed at the Baldwin Locomotive Works during 1899 was 948. Of this number 241 were compound locomotives, 660 single expansion locomotives, and 47 electric locomotives. The average number of men employed during the year 1899 amounted to 6,336. The number of locomotives exported was 375, equal to nearly 40 per cent. of the total production.

The principal countries to which locomotives were exported were :—England, Siberia, Burma, Finland, Brazil, Hawaii, Bavaria, Belgium, Russia, Africa, Canada, France, Japan, Cuba, Denmark, West Indies, Mexico, India, China, Algeria, Egypt, Norway and Holland.

Nineteen different gauges of track varying from 1 foot 7½ inches to 5 feet 6 inches were concerned.

The  
Westinghouse  
Machine  
Company.

The export of American-built engines is growing rapidly. The Westinghouse Machine Company, of Pittsburg, have booked

No. 2436 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE  
PHILIPPINE ISLANDS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2319.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
MAY, 1900.*

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a happier future, and when once a peaceful rule is established many important improvements will take place.

The Island of Negros is in a more satisfactory state, and although the crops for 1900 may not be very large owing to the difficulties which had to be overcome in procuring labour, still the planting for the 1900-1 crop I have reason to believe is extensive.

RETURN of Shipping at the Port of Iloilo during the Year 1899.  
ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	7	9,961	38	50,358	45	60,319
German ... ..	...	...	10	10,695	10	10,695
American ... ..	1	2,590	10	6,939	11	9,529
Japanese ... ..	...	...	4	7,246	4	7,246
Norwegian ... ..	...	...	4	3,470	4	3,470
Spanish ... ..	...	...	1	470	1	470
Sarawak ... ..	...	...	1	406	1	406
Total ... ..	8	12,551	68	79,584	76	92,135

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	6	9,279	37	48,483	43	57,762
German ... ..	...	...	9	10,047	9	10,047
American ... ..	1	2,590	10	6,939	11	9,529
Japanese ... ..	...	...	4	7,246	4	7,246
Norwegian ... ..	...	...	4	3,470	4	3,470
Spanish ... ..	...	...	1	470	1	470
Sarawak ... ..	...	...	1	406	1	406
Total ... ..	7	11,869	66	77,061	73	88,930

RETURN of British Shipping at the Port of Iloilo engaged in the  
Carrying Trade of Foreign Countries and British Possessions  
during the Year 1899.

ENTERED.

	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Australia ... ..	5	7,791	...	...	5	7,791
Saigon ... ..	8	6,915	...	...	8	6,915
Russia ... ..	2	3,634	1	1,965	3	5,599
Hong-Kong ... ..	2	2,908	4	6,714	6	9,622
Japan ... ..	...	...	3	8,182	3	8,182
United States ... ..	1	2,250	...	...	1	2,250
Philippines, Manila, and Cebu ... ..	...	...	11	12,080	11	12,080
Singapore and Straits Settlements ... ..	2	1,530	1	965	3	2,495
Total ... ..	30	25,023	20	30,376	40	55,404

CLEARED.

	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
United States ... ..	8	13,014	...	...	8	13,014
United Kingdom... ..	4	10,794	...	...	4	10,794
Hong-Kong ... ..	7	7,946	...	...	7	7,946
Japan ... ..	5	6,189	...	...	5	6,189
Saigon ... ..	...	...	6	7,490	6	7,490
Philippines, Manila, and Cebu ... ..	...	...	6	5,665	6	5,665
Singapore and Straits Settlements ... ..	...	...	2	1,964	2	1,964
Total ... ..	24	37,943	14	15,119	38	53,062

CEBU

Mr. Vice-Consul Sidebottom reports as follows:—

Imports.

The value of imports during the year under review is over double that of 1898, which increase is mainly owing to the direct importation of rice from Saigon and of petroleum from Batoum. The unusual shipments of the former have been partly due to the stoppage of supplies from the Luzon rice districts owing to the insurrection and partly to the failure of the local maize crops last year.

The supplies of manufactured goods continue to come from Manila, but there seems every prospect of direct shipments to this port in the future.

Exports.  
Hemp.

While the amount of fibre shipped from the port of Cebu, during the 12 months under review, was over 4,000 tons less than the previous year, the approximate value of the same shows an increase of 190,000*l.*, which is to be accounted for by the high prices ruling during the last six months of the year. The closing of the hemp ports to trade in August, cutting off supplies of this fibre, with the exception of those from the port of Dumaguete in South Negros and Sibonga on this island quickly sent up the price in the consuming markets to famine level, and the small supplies coming forward from these two places have been readily sold at this port at an advance of about 200 per cent. over normal value.

Sugar.

The figures for sugar show a slight increase on the previous year owing chiefly to increased supplies coming from Negros ports. The production, however, continues much below the normal.

Copra.

The closing of the Mindanao ports during the year has interfered with the copra trade, and but for this cause the production would doubtless have shown a large increase.

Shipping.

The China Steam Navigation Company have just commenced to run a regular steamer from Hong-Kong to this port via Manila and Iloilo, and no doubt other companies will eventually follow their example. There seems a good prospect of this enterprise

giving a favourable result and of the line being continued, in which case there will without doubt be a great increase in direct imports from European markets, shippers there being now in a position to send goods with transhipment at Hong-Kong only and thus avoid the heavy expenses entailed by discharging and transhipment at the port of Manila.

Annex A.—RETURN of all Shipping at the Port of Cebu during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	6	10,967	19	24,388	25	35,253
German ...	...	...	10	8,935	10	8,935
Norwegian ...	...	...	4	3,089	4	3,089
American ...	1	1,107	5	8,337	6	4,444
Japanese ...	...	...	2	3,943	2	3,943
Total ...	7	11,974	40	44,690	47	56,664
for the year preceding	8	11,621	30	31,437	38	43,058

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	8	13,233	16	21,483	24	34,716
German ...	...	...	6	6,270	6	6,270
Norwegian ...	...	...	4	3,089	4	3,089
American ...	1	1,107	2	1,302	3	2,409
Japanese ...	...	...	2	3,943	2	3,943
Total ...	9	14,340	30	36,067	39	50,427
for the year preceding	6	9,001	30	31,437	36	40,438

Annex B.—RETURN of Principal Articles of Export from Cebu during the Years 1899-98.

Articles.	1899.		1898.	
	Quantity.	Value.*	Quantity.	Value.*
	Tons.	£	Tons.	£ s.
Hemp .. ..	18,505	647,675	22,797	455,940 0
Sugar .. ..	13,194	158,328	12,466	87,262 0
Coprah .. ..	4,143	49,716	976	9,369 12
Total .. ..	35,842	855,719	36,239	552,571 12

\* Approximate.



RETURN of Principal Articles of Import into Cebu during the Years 1899-98.

Articles.	1899.			1898.	
		Quantity.	Value.*	Quantity.	Value.*
Rice .. ..	Tons ..	25,925	£ 207,400 0	4,874	£ 38,992
Petroleum ..	Cases ..	9,356	4,210 4	..	..
Salt .. ..	Tons ..	1,758	2,637 0	723	3,615
Coal .. ..	" ..	1,800	2,600 0	1,671	3,342
Total .. ..	..	..	216,847 4	..	45,949

\* Approximate.

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Cebu, to and from Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
Great Britain .. ..	£ 148,380	£ 65,554	£ ..	£ ..
United States .. ..	357,734	98,260	..	..
Port Said, f.o.b. ..	12,276	..	..	..
Singapore .. ..	100,822	294,482	..	..
Continent .. ..	9,812	..	..	..
China .. ..	116,421	59,576	2,637 0	45,949
Japan .. ..	110,274	34,699	2,600 0	..
Saigon .. ..	..	..	207,400 0	..
Batoum .. ..	..	..	4,210 4	..
Total .. ..	855,719	552,571	216,847 4	45,949

NOTE.—In this and in the other table the values are approximate, being calculated at the average price during the year.

RETURN of British Shipping at the Port of Cebu Engaged in the Carrying Trade of Foreign Countries and British Possessions during the Year 1899.

ENTERED.

	With Cargoes.		In Ballast.			
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Philippines .. ..	1	1,704	14	21,586	15	23,290
Saigon .. ..	6	6,218	..	..	6	6,218
Singapore .. ..	1	764	..	..	1	764
Hong Kong .. ..	1	2,087	2	2,904	3	4,991

## CLEARED.

	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
United Kingdom ...	3	5,372	...	...	3	5,372
Singapore ...	4	3,501	...	...	4	3,501
Japan ...	4	5,280	...	...	4	5,280
Labuan ...	...	...	1	767	1	767
Java ...	...	...	1	4,158	1	1,158
Marseilles and New York ...	1	2,966	...	...	1	2,966
Hong-Kong ...	2	2,359	...	...	2	2,359
United States ...	7	11,146	1	2,087	8	13,233

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*Report on the Trade and Commerce of the Philippine Islands for  
the Year 1899*

By MR. CONSUL HARFORD.

(Received at Foreign Office, May 7, 1900.)

The collapse of the insurrection last November and the opening of the ports since January 1 having restored confidence, a great activity in commercial quarters has ensued; but the continuation of this prosperous state of affairs is very much dependent on circumstances, for though the ports are safe, the interior of this island, and of many of the others, is quite the contrary. When the accumulated cargoes now in these ports are disposed of, it will depend on the state of the country whether any further exports will be forthcoming.

Law and order are being restored as rapidly as possible, but the immense size of the country renders it a difficult task.

The natives, I believe, would willingly return to their agricultural pursuits, but the influence of their leaders appears sufficiently strong to keep them from surrendering.

Prices have increased to such an extent that Manila, which till recently might be classed as a cheap place to live in, must now be considered the reverse. As yet the provision markets are not seriously affected, though fruit, vegetables, game, &c., are 20 per cent. dearer, but house rent, servants, carriages, horses, launches and labour of every description are already treble the price of last year. Increased  
cost of living.

In consequence of the great demand, launch hire, and everything connected with shipping, commands its own price.

Improvements are visible in every direction, and already the town has quite a different appearance from last year. The work of draining the filthy town ditches and stagnant pools, which is in contemplation, may possibly entail an epidemic, but the advantage to posterity is inestimable. The recovered land of the city walls and moat will provide building sites which American enterprise will know how to utilise, and though Manila will never become a fashionable watering-place it may become a great commercial power in these waters before the first quarter of the century has passed.

- Climate.** The climate from November to June, though hot, is both healthy and agreeable, but the wet season from June to November is most trying to Europeans.
- Hemp and tobacco.** The two well-known leading industries of Manila, hemp and tobacco, will, I fear, suffer very severely for some time from the late insurrection, but there are no doubt at present golden opportunities for the employment of capital and talent in many local trades. Ice manufactures, livery stables, hotels, and general enterprise are much wanted, but I most strongly deprecate young men without capital (no matter what their education may be) coming here in search of employment.
- Posts and telegraphs.** The departments of the post-office and telegraph, being now under American and British control, are admirably conducted. The telephone, the water supply, and the electric lighting are Spanish, and also deserve great praise; the electric lighting plant is being enlarged, and Manila will soon be one of the best lighted towns in the East.
- In every department the greatest courtesy and attention is to be found from the officials.
- Labour question.** The Chinese labour question is one of great importance in these islands; America's experience of it in California, not being satisfactory, there is strong influence against it, but taking into consideration the natural indolence of the Filipino, it will probably be found impossible to do without the Chinese. One of the principal objections is that by their industrious habits they gradually obtain a monopoly in all retail trades, but this may be remedied by confining their enterprise simply to manual labour, and for this they are most admirably adapted, and in the hot season positively necessary. The Filipinos make excellent clerks if they can be well overlooked, but if allowed they will spend their time in gambling and cock-fighting; they have no idea of putting energy into any of their pursuits, and have no commercial instincts, they also care little for money, loss or gain being to them apparently a matter of indifference.
- Plague.** A few cases of bubonic plague have occurred in the Chinese quarters of the city since January, but the medical authorities by prompt measures of isolation, and ordering the disinfecting of the localities have succeeded in stamping it out, and though newspapers continue to report cases, they are not authenticated.
- I have the honour to enclose the annual reports and trade statistics from Iloilo and Cebu.

### PRINCIPAL ARTICLES OF EXPORT FROM MANILA, CEBU, AND ILOILO DURING THE YEARS 1899-98.

[illegible]

MEMORANDUM showing Movement in Price of Hemp and Sugar,  
and Rates of Freight and Exchange, during the Years  
1890-99.

## PRICES.

Year.	Hemp. (Current Quality.)		Dry Sugar. Extra (about No. 9).	
	Highest.	Lowest.	Highest.	Lowest.
	Dol. c.	Dol. c.	Dol. c.	Dol. c.
1890 .. ..	14 50	8 62½	4 0	3 25
1891 .. ..	11 0	8 25	4 0	3 31½
1892 .. ..	10 87½	8 12½	4 25	3 43½
1893 .. ..	10 0	7 87½	4 81½	4 0
1894 .. ..	9 12½	6 75	4 68½	3 6½
1895 .. ..	9 31½	6 43½	4 0	3 0
1896 .. ..	7 75	6 18½	4 37½	3 25
1897 .. ..	7 75	6 12½	4 25	3 50
1898 .. ..	7 75	7 75	5 0	4 25
1899 .. ..	27 0	12 0	5 25	4 0

## RATE of Exchange.

Year.	Exchange (6-months Bills).	
	Highest.	Lowest.
	s. d.	s. d.
1890 .. ..	4 0	3 4
1891 .. ..	3 8½	3 4½
1892 .. ..	3 4½	3 0½
1893 .. ..	3 1½	2 8½
1894 .. ..	2 8½	2 4½
1895 .. ..	2 5	2 3½
1896 .. ..	2 7½	2 4½
1897 .. ..	2 4½	1 11½
1898 .. ..	2 1½	1 10
1899 .. ..	2 1½	2 0½

## RATES of Freight, by Sailing Vessels.

Year.	To the United States.				To Great Britain.			
	All Hemp.		All Sugar.		Hemp.		Dry Sugar.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Dol. c.	Dol. c.	Dol. c.	Dol. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1890 ...	5 75	5 50	6 50	5 0	3 12 6	2 12 6	1 13 6	0 15 0
1891 ...	5 75	5 50	7 0	6 25	4 0 0	3 0 0	1 10 0	1 5 0
1892 ...	5 0	4 0	6 50	5 0	3 7 6	2 5 0	1 12 6	1 0 0
1893 ...	4 75	3 75	5 25	4 50	2 16 0	2 0 0	1 17 6	1 10 0
1894 ...	5 0	4 0	6 0	5 0	2 12 6	2 10 0	1 10 0	1 7 6
1895 ...	5 75	4 0	7 0	5 0	3 3 6	1 17 6	1 10 0	1 2 6
1896 ...	5 25	3 25	6 25	4 0	2 10 0	1 2 6	1 5 0	1 3 9
1897 ...	4 50	3 0	6 0	4 25	2 10 0	2 0 0	1 10 0*	1 0 0
1898 ...	4 50	3 75	5 70	5 0	2 5 0	2 0 0	2 0 0*	1 5 0
1899 ...	5 0	4 0	6 0	5 25	2 5 0	2 0 0	1 10 0*	1 8 9

\* Freight by direct steamer.

MANILA.

7

AMOUNT of Hemp and Sugar Exported during the Years 1890-99.

Year.					Quantity.	
					Hemp.	Sugar.
					Piculs.	Piculs.
1890	..	..	..	..	1,012,310	2,360,423
1891	..	..	..	..	1,271,094	2,662,625
1892	..	..	..	..	1,581,016	3,951,060
1893	..	..	..	..	1,282,942	4,184,296
1894	..	..	..	..	1,591,962	3,109,108
1895	..	..	..	..	1,664,590	3,594,769
1896	..	..	..	..	1,531,786	3,678,618
1897	..	..	..	..	1,804,576	3,233,483
1898	..	..	..	..	1,585,212	2,843,116
1899	..	..	..	..	1,201,476	1,463,682

GRADES of Sugar Exported from the Philippine Islands during the Years 1899-97.

1899.

				Atlantic Ports of United States and Canada.	Great Britain.	Spain.	China and Japan.	Total.
				Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
2nd white and refined				..	..	33	..	33
Extra	..	..	..	..	..	..	51,649	51,649
Superior	..	..	..	..	..	..	..	..
Taal	..	..	..	..	20,685	..	..	20,685
Iloilo—								
Superior	..	..	..	353,680	239,343	..	592,554	1,185,577
Current	..	..	..	..	8,000	..	12,115	20,115
Cebu—								
Superior	..	..	..	..	19,445	..	191,367	210,812
Current	..	..	..	..	..	..	..	..
Total	..	..	..	353,680	287,473	33	847,685	1,488,871

1898.

2nd white and refined	..	..	2,890	..	2,890
Extra	..	..	..	191,541	191,541
Superior	..	..	..	..	..
Taal	..	..	48,495	8,046	56,541
Iloilo—					
Superior	..	..	447,952	675,375	1,309,348
Current	..	..	..	8,000	8,000
Cebu—					
Superior	..	..	..	134,869	134,869
Current	..	..	16,600	..	16,600
Total	..	..	447,952	748,470	2,890
				1,643,804	2,843,116



1897.

	Atlantic Ports of United States and Canada.	Great Britain.	Spain.	China and Japan.	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
2nd white and refined	..	..	23,403	..	23,403
Extra .. ..	14,000	22,400	..	676,332	712,732
Superior .. ..	..	..	..	..	..
Taal .. ..	..	161,388	..	15,117	176,505
Iloilo—					
Superior .. ..	375,646	488,000	..	1,205,087	2,068,733
Current .. ..	..	..	..	..	..
Cebu—					
Superior .. ..	..	78,880	..	166,310	245,190
Current .. ..	..	1,920	..	..	1,920
Total .. ..	889,646	752,588	23,403	2,062,846	3,233,483

## RECEIPTS of Hemp during the Years 1899-97.

	Quantity.		
	1899.	1898.	1897.
	Bales.	Bales.	Bales.
At Manila .. ..	372,311	432,926	801,580
„ Cebu, &c... ..	120,550	309,278	73,853
Total .. ..	492,761	742,204	875,433

## EXPORT of Hemp during the Years 1899-97.

	Quantity.		
	1899.	1898.	1897.
	Bales.	Bales.	Bales.
Atlantic, United States, and Canada .. ..	265,828	338,124	417,973
Great Britain .. ..	269,960	392,127	392,972
California and Oregon ..	19,120	18,325	25,950
Australia .. ..	14,576	15,968	19,029
Elsewhere .. ..	31,354	28,063	46,364
	600,788	792,606	902,288
Local consumption .. ..	6,531	1,600	3,800
Total .. ..	607,269	794,206	906,088

## Stock Afloat and in Store, January 1, 1900-1898.

	Quantity.		
	1900.	1899.	1898.
	Bales.	Bales.	Bales.
At Manila .. ..	1,189	68,529	148,161
„ Cebu, &c... ..	1,677	48,845	21,215
Total .. ..	2,866	117,374	169,376

## LOADING, January 1, 1900-1898.

	Quantity.		
	1900.	1899.	1898.
	Bales.	Bales.	Bales.
Atlantic, United States ..	..	36,000	30,000
Great Britain .. ..	..	11,000	..
Elsewhere .. ..	..	..	..
Total .. ..	..	47,000	30,000

IMPORTS of Hemp, 1899.

		Quantity.												
		January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
		Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Albay	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sorsogon	...	33,187	37,684	1,016	29,746	36,949	11,418	66,864	49,483	...	...	...	...	268,366
Camarines	...	9,100	3,110	17,268	23,734	8,464	4,904	18,965	11,106	3,618	1,370	...	...	101,629
Leyte	...	9,642	1,650	...	...	3,126	...	...	273	...	...	...	...	14,690
Samar	...	26,907	15,214	1,726	21,647	8,988	...	20,960	22,767	...	...	408	...	118,507
Mindanao	...	21,416	11,987	5,185	29,835	16,871	90	33,750	27,451	...	870	1,633	...	148,988
Mindoro	...	6,310	3,311	1,204	4,624	22,122	766	5,164	7,597	3,693	2,247	893	2,043	59,974
Cebu...	...	882	694	...	6,762	...	230	40	...	...	13	5,476	1,781	15,878
	...	...	...	4,074	1,000	1,200	1,904	1,000	...	2,160	3,860	1,398	1,914	19,390
Total, Manila	...	107,444	73,650	30,473	117,248	97,440	19,212	146,723	117,875	10,471	8,360	9,708	5,738	744,422
" Cebu	...	17,873	13,915	19,068	64,068	61,960	14,382	17,563	12,226	3,381	5,661	7,884	3,141	241,100
Grand total	...	125,317	87,565	49,541	181,314	159,390	33,594	164,286	130,101	13,852	14,011	17,592	8,879	985,522

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

MANILA.

## ILOILO.

General  
position of  
the district.

Mr. Vice-Consul Fyfe reports as follows:—

At the end of 1898 the port of Iloilo was in a state of expectation and wonder as to the eventual result of the situation which then prevailed.

During the first fortnight of the month of January, 1899, discussions and correspondence passed between the General Commanding United States forces and the Representatives of the Filipino Junta who maintained their determination not to surrender the town unless by permission of their recognised chief.

Towards the end of January a better feeling appeared to exist. Various Commissions of Filipinos went up to Manila in American transports to lay their case before General Otis and to consult with their chief, Aguinaldo.

February opened with a very hopeful prospect of an end to the difficulty, but, unfortunately, hostilities having broken out in Manila, orders were received from Washington at once to take possession of Iloilo.

On February 10, an ultimatum was sent to the President of the Filipino Junta, and Consulates were informed that after 5 o'clock on the morning of February 12, hostilities "may commence," and therefore advising all under Consulate protection to seek a place of safety in case of a bombardment of Iloilo.

On the morning of the 11th the first shot was fired by the United States forces against a trench which the Filipino forces were putting up, and the British community, as also other nationalities, were taken by surprise.

Filipinos fired the town, using petroleum, and, in consequence, the principal edifices were reduced to ruins.

The British loss is calculated at 500,000 dol., and that of Chinese at about 1,000,000 dol. The Spanish and Filipinos property lost must represent a very large sum as almost all the best houses owned by them were reduced to ashes or ruins.

Not until towards the end of the year, say about the month of October, did United States troops commence operations inland to break the resistance of Filipino leaders; but at the end of the year military operations took place and the United States forces marched inland and onwards to Capiz.

Unfortunately, on account of the state of affairs in this island and neighbourhood, the sugar crop has been very small this year and only amounts to 1,230,128 piculs (76,883 tons) as against 2,470,432 piculs (154,402 tons) for 1898.

The following is the yearly result of the sugar crop since the opening of the port to commerce:—

Year.						Quantity.
						Piculs.*
1859	..	..	..	..	..	86,832
1860	..	..	..	..	..	112,768
1861	..	..	..	..	..	78,568
1862	..	..	..	..	..	201,376
1863	..	..	..	..	..	250,832
1864	..	..	..	..	..	152,756
1865	..	..	..	..	..	117,445
1866	..	..	..	..	..	143,448
1867	..	..	..	..	..	153,124
1868	..	..	..	..	..	255,255
1869	..	..	..	..	..	117,508
18 0	..	..	..	..	..	308,063
1871	..	..	..	..	..	374,783
1872	..	..	..	..	..	539,328
1873	..	..	..	..	..	545,071
1874	..	..	..	..	..	427,700
1875	..	..	..	..	..	605,139
1876	..	..	..	..	..	572,161
1877	..	..	..	..	..	536,499
1878	..	..	..	..	..	629,966
1879	..	..	..	..	..	762,004
1880	..	..	..	..	..	1,004,538
1881	..	..	..	..	..	1,127,230
1882	..	..	..	..	..	929,947
1883	..	..	..	..	..	1,537,718
1884	..	..	..	..	..	704,164
1885	..	..	..	..	..	1,809,428
1886	..	..	..	..	..	1,888,775
1887	..	..	..	..	..	1,300,036
1888	..	..	..	..	..	1,231,952
1889	..	..	..	..	..	1,792,119
1890	..	..	..	..	..	1,531,054
1891	..	..	..	..	..	1,401,217
1892	..	..	..	..	..	2,646,363
1893	..	..	..	..	..	2,242,230
1894	..	..	..	..	..	1,409,706
1895	..	..	..	..	..	1,768,438
1896	..	..	..	..	..	1,994,378
1897	..	..	..	..	..	2,008,672
1898	..	..	..	..	..	2,470,432
1899	..	..	..	..	..	1,230,128

\* 16 piculs = 1 ton English.

A very great deal of the growing sugar was left to rot on the ground for want of men to harvest it.

Shipments of sapanwood, &c., were very small last year, only Sapanwood, reaching the insignificant amount of 556 tons as against 1,288 &c. tons in 1898 and 3,165 tons in 1897.

As stated in my last report, some of the neighbouring islands, Imports. which formerly drew their supplies from Manila had, owing to the blockade of that port, been getting supplied from this market, consequently the volume of business had been well maintained and an active demand for staples continued till the outbreak of hostilities between the United States and Revolutionary forces, after which business was almost completely paralysed, the only island open to trade being Negros. This state of affairs lasted

from February to November, but during the month of December there was a slight improvement, as part of this island (Panay) is now under United States control.

**Piece-goods.** Owing to the very small business done in piece-goods during the past year, stocks held by importers are very large compared with former years.

Some articles which, formerly, were imported almost exclusively from Spain owing to the preferential duties, are now being imported from the United Kingdom, but not to such an extent as might have been expected; so soon as peace is restored, however, and business resumes its normal conditions, there is every prospect that British manufactures will, to a much larger extent, supersede those from Spain.

**Rice.** The import of rice from Saigon last year has been very considerable as on account of the war in the island of Luzon and consequent stoppage of the big rice mills in the Pangasinan district and the blockade of ports the native rice could not be supplied. On this account, naturally, the prices of the grain as sold in the market here ruled very high; but then again prices in Saigon also were above the ordinary.

During the month of December, the United States forces having conquered the northern parts of Luzon, including the province of Pangasinan, I understand that, shortly, the rice mills will again begin to work. Total imports in 1899, 320,982 piculs; in 1898, 24,000 piculs.

**Petroleum.** The import of petroleum was over double that in 1898, but that is more on account of circumstances, such as small stocks in the market at end of that year. Total imports in 1899, 84,565 cases; in 1898, 30,000 cases.

**Machinery.** The import of machinery has been nil as on account of the disturbed state of the district, and the precarious position of the planters, no one cared to risk buying new plant, preferring to wait for more settled times.

**Coal.** The import of coal last year has been very great. This can be accounted for by the large number of men-of-war and transports, besides the many merchant vessels frequenting the port:—Total, 1899, 15,706 tons; total, 1898, 9,423 tons.

**Shipping.** During the year 76 vessels of 92,135 tons register entered this port, and 73 vessels of 88,930 tons register cleared; 66 were steamers, while of the total, 40 carried the British flag with a tonnage of 57,762 tons.

**Hemp.** The prospects—for the present—of this port becoming a centre for the collection of hemp are very small. Although I reported in my last report very favourably under this heading, I now, after the loss sustained by the hemp merchants of godowns and material during the bombardment, think it very unlikely that they will again start; in fact, the business is all now going direct to Manila in steamers or in small sailing sailing and steam craft to Cebu.

The United States forces having now successfully occupied the better part of the island, the end of this year augurs well for

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UNITED STATES.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF PORTO RICO.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1917.

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Europe, viz., the British, French, German, and Spanish, sailing respectively at different dates from Southampton, Havre, Hamburg, and Cadiz, the last three continuing their routes to various West Indian islands and South American ports, returning thence through Porto Rico to pick up the homeward mails and passengers. Other direct communication is afforded by the steamers of the Larranaga and Serra lines running frequent boats from Liverpool under the Spanish flag but carry no mails or passengers. There is also an Italian service with no fixed dates.

From the United States the Red D line run a fine regular service three times a month to Curaçoa and Venezuela viâ Porto Rico, by which comes the bulk of the European mails and passengers. Further, the fine steamers of the Porto Rican Company run to New York and back at similar intervals though at different dates, also taking mails and passengers. These with a Government Transport Service of fast boats running scarcely ever less than three trips a month, carrying mails, supply frequent and regular communication with all parts of the world.

Intercoastal communication is very well served by special steamers of the Porto Rican Company, which makes the round of the island at stated and frequent intervals arranged to correspond with the comings and goings of the various calling steamers. Coastal communications.

Other coastal communication is maintained by a considerable fleet of schooners constantly in movement on the coast or to the adjacent islands.

Beyond the erection of a commercial pier no improvements have been attempted in the harbour since the American occupation. Great works, however, from naval and military points of view are projected, and must naturally improve the commercial conditions. Amongst these, not the least difficult, if at all possible, will be to make the basin safe and suitable for heavy warships, for which a considerable deepening must be effected. At present the larger ships do not use the harbour on account of not having a secure margin of water under their keels. Harbour.

The ships sunk during the war for the protection of the port are still there but are reported to be no source of danger.

There may be said to be only one road worthy of the name in the island, viz., the excellent military road right across from San Juan to Ponce. Roads and railways.

With the exception of short branches from it, here and there, the communications must only rank as tracks. The military authorities, however, for their special work have put all the most important of these into temporary working order, but have effected nothing that may be called finished or permanent.

Great schemes are under consideration for the future, to be put into execution when the island shall have settled down.

The only railway, intended originally to encircle the island, carries out a very inefficient service on four much disconnected sections on different parts of the coast. Railways.

The original concession was granted to a French company by the then Spanish Government, who guaranteed that the enterprise should earn 8 per cent. upon 10,000,000 pesos, the estimated cost of about 380 miles of road.

Four sections of this road only were built; the more difficult portions were not attempted nor are they being provided for to this date. The time limit and extensions ran out, and now the United States authorities refuse to recognise the terms of the concession as any longer in force, and the whole matter will have finally to be adjudicated upon in the Courts.

It is currently stated that this railway project cannot under any conditions earn the 8 per cent. on the capital, as serving only the coast line it cannot compete successfully with the cheaper form of water carriage.

Great expectations are entertained, and many plans are being formed for the installation of short inland railways from the central range to the coast to be worked by electricity.

The power is to be developed through the agency of the multitude of streams to be met with in every part of the mountain range which traverses the island from end to end.

The only other form of steam traction is a short line for passengers from the capital to Rio Pedras, a track of about 9 miles. This very shortly is to be replaced by an electric service.

The plans for the projected docks, &c., are reported to be of an ambitious order, and to provide for the supply of docks, works, and roadsteads necessary for a thoroughly efficient naval station. But for the opposition of the civic dignitaries of San Juan, who objected to the spot selected as checking the expansion of the town, the works might have been commenced this year.

In connection with this naval scheme it is further planned to carry out defence works at an estimated cost of 11,728,938 dol. United States money.

The waterworks, which a previous report mentions as being left incomplete by a British company, who had suffered the forfeit of their concession, have since then been taken in hand by the Municipality during the Spanish Dominion and completed. They work very well and furnish a supply of good water from the works at Rio Pedras, through some 9 miles of outlying villages and suburbs of the capital, where, although by no means thoroughly distributed, it is becoming every day more so, and is an undoubted aid to the health of the town.

In conclusion, I would draw attention to the observations on p. 21 by Mr. Vice-Consul Wilson, of Arecibo, upon possible openings for British capital in his district, and would remark that such possibilities extend to the whole island.

## PONCE.

Mr. Vice-Consul F. M. Toro reports as follows:—

Ponce is the richest and most populous district of Porto Rico. It produces over one-third of the total exports of the island, with the exception of tobacco, of which it produces only about 20 per cent.

The following figures corroborate this statement:—

The island exported, since American occupation, from August, 1898, to December 31, 1899, the amount of 11,896,807 dol. (United States currency), of which Ponce exported 4,456,403 dol.

The exports in 1899 were: Coffee, 10,809 tons; sugar, 11,522 tons (foreign export); sugar, 7,500 tons (inward and coastwise for island consumption); molasses, 1,543,700 gallons; tobacco, 486 tons; representing a total value of 3,872,489 dol. (United States currency), against imports about 3,700,000 dol. Exports in 1899.

In spite of this apparent prosperity, however, the year 1899 has been extremely critical for this district owing to very low price of coffee, which was about 50 per cent. less than the previous 10 years, representing a difference in value or loss to planters of nearly 300,000L., and further the terrible hurricane which swept this district on August 8, destroying buildings and crops, and worse yet an inundation next day in which about 1,500 persons were drowned.

The loss by the hurricane and floods was enormous. Coffee plantations suffered most, nine-tenths of the crop being lost, which represents several million dollars apart from the still heavier loss of numberless coffee trees, which will take years to replace.

On sugar plantations most of the buildings were destroyed, but fortunately little damage was done to sugar mills and other machinery. Loss on sugar crop by floods is estimated at about 40 per cent.

The crisis this district is undergoing is a serious one, and more so as there are no local banks which could help planters.

Laud, both improved and rough, is high; land producing sugar-cane is valued at about 200 dol. per acre; coffee land under cultivation from 100 to 300 dol. per acre; for pasture, 100 dol per acre; rough land at about 20 dol. per acre, all according to location.

In cane lands, at above price, irrigation facilities are included.

Some land suitable for cane-growing, and which can be irrigated, has been leased at 10 dol. per acre; pasture land at 3 dol. per acre. Labour is 50 c. to 1 dol. per day.

Prospects of free trade with the United States accounts for these high prices.

Suitable land for growing fruits, especially oranges and bananas, could yet be bought cheap in the interior of this district, as for want of proper roads there is no profit in them now, but as undoubtedly the United States Government will soon give proper attention to much needed roads, such land may prove a very good investment in the near future.

Communication by sea is well provided by coasting steamers which make regular trips four times a week, and a fleet of coasting schooners which trade regularly.

Communication by land, however, is difficult and very expensive; there are but two good roads and some mountain paths.

Transport from the interior is as high as 1 dol. to 1 dol. 50 c. per 100 lbs.

Since my last report the railway communication in this district has not been extended, the only line running continues to be the one between this city and the town of Yauco, about 25 miles; it is a French enterprise, which owing to financial troubles has not been able to comply with original contract.

There is a good field for railways to the interior of this district, but the United States Government seems opposed at present to granting concessions for the same.

An electric road between the port of Ponce and city proper, a distance of about 3 miles, is much wanted and would be certainly a paying enterprise; several applications have been made, but so far no one has obtained the concession.

There is an electric light plant in this city which is working very successfully. Capital, 10,000 $\frac{1}{2}$ ., all subscribed locally. Cash dividend for 1899 was 22 $\frac{1}{4}$  per cent.

Harbour Works: Nothing has been done in this line by Government, but an American banking firm has bought up all the land available for wharf building, and has obtained Government grant to build same, and is now trying to form a company with that object.

Wharves are much needed as shipping is on the increase, and discharging and loading are exclusively in the hands of one lighter company with extremely high charges, and if the wharf company is well managed there is no reason why it should not be a paying investment.

The following vessels entered this port during the year 1899 :—

	Number of Vessels.	Tonnage
Foreign sailing vessels .. .. .	57	9,121
American sailing vessels .. .. .	37	10,392
American steamers .. .. .	94	166,840
Foreign steamers .. .. .	143	285,240
Coasting steamers (American flag) .. .. .	108	35,004
Coasting sailing vessels (American flag) .. .. .	288	8,451
Total .. .. .	727	514,857

British shipping has fallen off considerably owing to navigation between the United States and this island being confined to American vessels.

Of the 57 foreign sailing vessels, however, 50 were British, while of the 143 foreign steamers only six were British.

The Royal Mail Steamship Company began a regular service,

connecting with Barbados, via St. Thomas, but they soon gave it up apparently owing to quarantine restrictions in the above islands.

The Hamburg-American Steamship Company is doing a good business here, touching outward and homeward twice a month, and extra steamers are sent whenever sufficient cargo warrant it. They are also doing a good business carrying almost all the Cuban trade from this port.

The French steamers, Compagnie Générale Transatlantique, touch here regularly with their inter-colonial boats.

The Italian Steamship Company, La Veloce, are doing well with a monthly trip.

From Spain we have three steamship companies which call regularly every month.

From England we have two steamship companies under Spanish flag, with monthly sailings from Liverpool but without fixed dates. No steamers under British flag touch this port in regular trips, which is certainly very strange.

Port charges are as follows: Pilotage is obligatory; 70 c. Port charges, (United States currency), in and out if drawing up to 15 feet; &c. 1 dol. (United States currency), in and out if drawing more than 15 feet.

Shifting berth, 2 dol., up to 15 feet; 4 dol., over 15 feet.

Vessels under 50 tons are exempt from pilotage.

Water tax: 5 dol. gold option of any quantity, filling water casks and carrying same alongside at vessel's expense.

Tonnage dues: 20 c. (United States currency), per net ton register; if not full cargo, 1 dol. per ton at option of master.

Yachts belonging to an organised yacht club are exempt, also vessels entering in distress.

Trade with the Dominion of Canada continues to be of importance, especially with Nova Scotia, from where dry and tinned fish, potatoes, and lumber are continually imported on a large scale.

No less than 44 cargoes were imported during 1899 mostly from Lunenburg (Nova Scotia) and Halifax (Nova Scotia), representing a value of 408,236 dol. (81,600*l.*). Custom-house duties collected on above amounted to 23,544 dol. (4,700*l.*).

Exports to Dominion of Canada, 60,000*l.*, mostly molasses.

Imports from the United Kingdom: It is impossible to get detailed statistics of imports; they were mostly cleaned Rangoon rice, hardware, galvanised iron, empty bags, and other manufactured goods, amounting to 436,442 dol. (87,288*l.*). Custom-house duties on same, 65,391 dol. (13,078*l.*).

Custom-house statistics show a trade with England since American occupation, or from August 1, 1898, to December 31, 1899, of 581,043 dol. (116,208*l.*). Custom-house duties on same, 93,367 dol. (18,673*l.*), against exports, 158,044 dol. (31,609*l.*).

With Nova Scotia during same period: Imports, 578,896 dol. (115,779*l.*). Custom-house duties on above, 34,266 dol. (6,853*l.*), against exports, 344,689 dol. (68,938*l.*).

There is only one bank in Ponce, a savings bank with a subscribed capital of 200,000 pesos (Porto Rican money), (25,000*l.*). Dividend for 1898 has been 12 per cent.

alth. The public health in this port and city has been very satisfactory throughout the year; during the first month small-pox threatened to spread, but obligatory vaccination rigorously enforced limited this epidemic to only a few cases.

#### MAYAGÜEZ.

Mr. Vice-Consul Monefeldt reports as follows:—

Since my report for 1895 many circumstances have contributed in reducing the importance of this district, both in agriculture and commerce. The steady falling-off, year by year, in the production of sugar and low prices prevailing, tended to create general impoverishment, and brought about a very extensive and prolonged financial crisis, which culminated in many failures during the years 1896 and 1897, when it became of vital importance to curtail the long credit system formerly in general vogue. Meanwhile the coffee crops, which for a number of years had commanded remunerative prices, did not increase as might have been expected in consequence of the monetary crisis, while tobacco, the third important staple of the island's production, has languished exceedingly in output and value since the civil war in Cuba. The subsequent war between Spain and the United States has culminated in the almost total ruin of the island, for while the markets of Spain and Cuba have since then been almost closed for our coffee and tobacco, the existing tariff with the United States and the low value there of our coffee, have prevented the continuance of advantages derived from those staples, previous to the change of sovereignty.

To all these elements of distress must be added the effects of the severe hurricane which swept over the island on August 8, 1899, destroying more than 40,000,000 pesos (Porto Rican currency) of property, and although, being at the time, yet in its early growth, the sugar-cane did not suffer as much as was feared, and may produce yet about 75 per cent. of an average crop, but the same cannot be said regarding coffee, which will not yield this season throughout the district more than about 15 per cent. of last year's production, and several years must elapse before it be possible to regain its former importance, provided always that prices may be maintained at a remunerative level.

All the preceding circumstances have contributed to reduce enormously the import trade of the district both from England direct and from the British Possessions, which is illustrated by the fact that while in 1896, 66 vessels of 47,863 tons register entered this port under the British flag, 61 of 43,449 tons entered during 1897, 27 of 25,571 tons entered during 1898, and only 12 of 5,618 tons entered during 1899.

With the removal of import duties in the United States on sugar and molasses, &c., the production of these products in Porto Rico and the greater cultivation of tropical fruits, oranges, bananas, cocoanuts, &c., cannot but create special openings for the investment of capital, inviting to all, and in no little degree to British enterprise, for open lands may be acquired, probably at moderate values; with a teeming population which throughout the islands numbered, by last census, nearly 1,000,000 inhabitants, field labour will be plentiful and obtainable at an average of about 50 c. Porto Rican currency (equal to 30 c. American gold) per day.

It is to be expected likewise that there will be great openings for the importation from England of valuable machinery for the manufacture of sugar in its crystallised form, while British fabrics are bound to hold the preference they have maintained in time past, and will be patronised by importers for years to come and until undoubted advantages may be acquired by competitive American manufacturers.

## ARECIBO.

Mr. Vice-Consul Wilson reports as follows:—

Cane growing and sugar manufacture is the ideal investment to-day. Old sugar lands are rated high, 120 dol. per acre. Virgin lands suitable for cane growing can be had on easy terms to buy or lease. These lands are situated near the port of Arecibo with railway alongside. Possible opening for investment of British capital in Arecibo.

Americans from the south are very enthusiastic over fruit-growing, principally oranges, limes and pineapples.

Coffee plantations require capital to build up those devastated by the hurricane.

Tobacco cultivation is a lucrative business, quality being good.

A large business might be done here in the growing of potatoes and onions, as all used on the island are imported.

Rich guano and phosphate deposits awaiting capital to work them. Returns estimated from 25 to 30 per cent.

Water works well advanced require capital to finish. Municipality offers 8 per cent. on 60,000 dol.

Harbour requires breakwater, which from its natural formation could be easily accomplished.

Good opportunities for electric railways into interior towns. Water-power is abundant.

## AGUADILLA.

Mr. Vice-Consul Ganslandt reports as follows:—

The year under record has been one of the most disastrous in the history of Porto Rico, and particularly trying for this district.



The events which followed the evacuation of the island by the Spaniards have been felt deeply; the commercial houses in the towns of this district, mostly Spanish, have been unable to collect outstanding accounts, and to meet their creditors at the seaboard. A law prohibiting the foreclosure of mortgages until January 19, 1900, added to the difficulties of the creditors, whilst the debtors, deprived of all means to go on cultivating their farms, did not derive the anticipated benefit of the law referred to. The merchants were unable, as in previous years, and the few existing banks not disposed, under the circumstances, to come to the assistance of the sufferers; still in the expectancy of an exceptionally good coffee crop for 1899-1900 matters became more settled, and everything commenced to assume a more favourable aspect, when the terrible and unexpected hurricane of August 8 once more crushed the hopes of everybody, working in a few hours of that never-to-be-forgotten day the complete ruin of the agricultural interests, and causing fresh damages to the trade of the district. The devastation has been enormous, the ruin to the growing coffee being about 80 per cent., the hurricane and the unprecedented inundation doing immense damage to coffee trees and buildings on the farms and to sugar estates. Moreover, vast plantations of rice on the plains have been annihilated by the inundation, corn and plantains destroyed by the fury of the storm, which played havoc too with cocoanut, orange, mango, and all other fruit trees, depriving the poorer classes of their customary food supplies.

The Government, in view of the deplorable state of affairs, as well as of the impossibility for the poorer and working classes to sustain themselves, generously assisted by the charitable citizens of the United States, came immediately to the rescue of Porto Rico. Large shipments of relief supplies were distributed by the military officers to mitigate the terrible calamity prevailing, and to provide for the most pressing wants and necessities of life. Later on, important repairs and a general system of construction of roads from and into the interior have been ordered to be executed at once (and the funds required for such works have been voted) to give employment to the thousands in need, most of the ruined planters not being in a position to hire and pay working men. Strong hopes are entertained that with these measures the most urgent wants of the people, always living from hand to mouth, may be remedied, and American capital be induced to become interested in the island, which never has stood more in want of assistance than at present. A few years of prosperity in sugar, coffee, and tobacco prices will be sufficient to counterbalance the effects of the deplorable disasters of the last two years.

Under these circumstances nothing cheering can, of course, be reported about business during 1899. The exports during the year under record amounted to—

Articles.					Quantity.	United States Currency.
					Lbs.	Dollars.
Sugar	..	..	..	..	1,880,500	54,700
Coffee	..	..	..	..	1,620,600	293,400
Hides	..	..	..	..	30,825	4,800
Cocoanuts, annotta, and sundries..					..	1,800
Total .. .. .					..	354,700
Equiv. in sterling ..					..	£ 70,940

In the foregoing return, only exports to the United States and foreign countries, actually gone on board ship here, are included ; besides, some considerable items of coffee and sugar have been shipped coastwise, and gone by rail to other ports of the island. Further, the local consumption of both articles has been supplied out of the production of the district, and thus I estimate the latter to come up to at least 30,000 quintals of coffee, and 35,000 quintals of centrifugal and muscovado sugar. 7,000 quintals of tobacco, harvested in 1899, valued at 55,000 dol., are yet awaiting shipping orders.

Imports during the year under record amounted to about Imports. 175,000 dol. United States currency (35,000%). In this sum are not included the coastwise importations from other ports of the island, which are considerable. Principal articles of direct importation are : from Great Britain, dry goods, empty bags, galvanised iron, nails, rice, &c. ; from the United States, all kinds of provisions, food-stuffs, lumber, shooks, kerosine, paints, wrapping paper, &c. ; from Germany, dry goods, haberdashery, provisions, rice, &c. ; and from Spain, wine, oil, onions, garlic, dry goods, preserved fruits, &c.

Business, however, has been very unsatisfactory owing to the existing poverty of the inhabitants and the large American relief supplies.

The health of the island and the port of Aguadilla and its Public health. district has been excellent during the year under record.

Labour is cheap, and offering abundantly.

There were no births or deaths registered at this Vice-Con-  
sulate during the period under review.

Labour.  
Births and  
deaths.

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*Report on the Trade and Commerce of Porto Rico for the Year 1899*

By MR. CONSUL CHURCHWARD.

(Received at Foreign Office, June 9, 1900.)

The last Report from this Consulate being that of 1896, I have, to preserve continuity of record, taken the liberty of preceding the statement of 1899 with such statistics and information for the intermediate years as have been found procurable. This latter year must, however, remain incomplete, up to the date of the United States assumption of the direction of the customs, as, in consequence of the war, no trustworthy records can be obtained.

At the various ports of the island, according to the last Spanish 1897. report, there arrived a total of 1,135 vessels—809 steam and 326 All shipping. sail—of an aggregate tonnage of 1,356,989 tons, which brought 143,818 tons of 1,000 kilos. of various merchandise and took away 108,245 similar tons.

Of the above vessels, 134 steamers and three sailing vessels were registered in Great Britain, and 31 steamers and 148 sailing vessels were from various British possessions, the whole discharging in Porto Rico 39,833 tons of cargo.

The British ship tonnage for the year came second to that of British Spain with her 400,832 tons, as also it did in cargo tons which tonnage. follow Spain's lead of 41,433 tons of 1,000 kilos.

By the same Spanish returns, from which are extracted the Imports. above statistics, it is shown that the total value of the imports for the year amounted to 17,859,063 pesos,\* and the exports to Exports. 18,574,678 pesos, which shows a falling-off in comparison with the previous year of 1,087,730 and 413,985 pesos respectively.

Of the above Great Britain is credited with 1,755,754 pesos British of imports and 77,341 pesos of exports; British North America imports. and West Indies with 1,445,600 pesos imports and 254,419 pesos exports; British India with 913,068 pesos imports only; making a British total of 4,114,422 pesos of imports and 331,760 pesos of exports, a loss upon the previous year's figures of 431,985 pesos of imports and of 101,933 pesos of exports.

\* 8 pesos 10 c. per £. can be taken for purposes of calculation.  
(609)

British imports for 1897 thus are placed second in value to those of Spain, which leads with a value of 7,152,016 pesos, due chiefly to favour: the United States follow with 3,749,815 pesos worth, and Germany ranks fourth with 1,314,603 pesos.

British exports by no means show so favourably, coming only eighth on the list after Spain with 5,067,466 pesos, Cuba with 3,515,066 pesos (both of these highly favoured), France with 3,037,984 pesos, the United States with 2,614,259 pesos, Germany with 2,117,802 pesos, Italy with 1,019,784 pesos, and Austria-Hungary with 408,211 pesos.

The following is a statement from the same source of the total value of the imports into Porto Rico for the year 1897 :—

Class	Articles.	Value.
		Pesos c.
I	Stones, earth, minerals, &c. .. ..	691,824 86
II	Metals and manufactures .. ..	675,747 58
III	Chemicals, &c. .. ..	651,947 78
IV	Cotton and manufactures .. ..	2,540,293 87
V	Vegetable fibres and manufactures .. ..	512,094 48
VI	Wool and manufactures .. ..	128,464 25
VII	Silk and manufactures .. ..	50,581 84
VIII	Wood .. ..	368,311 55
IX	Paper .. ..	818,952 71
X	Animals and animal products .. ..	1,196,377 39
XI	Machinery, &c. .. ..	401,156 76
XII	Food stuffs .. ..	8,984,808 41
XIII	Miscellaneous .. ..	189,557 83
	Special imports .. ..	648,044 00
	Total .. ..	17,859,063 29

Of the foregoing, Great Britain, the British North American possessions, and British India supplied by classes and in amounts as follows :—

Class.	Value.					
	Great Britain.		British North America.		British India.	
	Pesos	c.	Pesos	c.	Pesos	c.
I	199,397	25	832	83	..	..
II	342,871	01	7	20	..	..
III	50,821	81	362	24	..	..
IV	584,313	44	..	..	..	..
V	378,311	71	..	..	1,079	50
VI	34,566	37	..	..	..	..
VII	1,432	80	..	..	..	..
VIII	9,116	89	..	..	..	..
IX	4,391	73	110,236	13	..	..
X	12,068	07	..	..	..	..
XI	202,882	84	..	..	..	..
XII	78,105	73	1,334,662	72	911,980	33
XIII	6,377	07	..	..	..	..

The same report returns total articles of import and their values as under :—

Articles of import.

Articles.					Quantity.	Value.
						Pesos.
Paper, straw, &c.	..	..	Kilos.	..	1,185,968	142,316
Coal	..	..	..	..	30,517,771	167,848
Iron plates	..	..	..	..	1,919,040	211,094
Soap	..	..	..	..	2,204,080	220,408
Staves, &c., for hogsheds	..	..	..	..	3,502,745	70,055
Meat and lard	..	..	..	..	4,649,784	1,391,935
Jerked beef	..	..	..	..	774,392	108,415
Codfish	..	..	..	..	11,244,245	1,461,752
Fish and shell-fish in oil	..	..	..	..	317,919	158,960
Rice (cleaned)	..	..	..	..	35,451,874	2,481,631
Wheat flour	..	..	..	..	13,852,030	969,642
Dried vegetables	..	..	..	..	2,176,884	141,497
Garden produce	..	..	..	..	5,026,068	201,043
Olive oil	..	..	..	..	762,102	172,179
Common wine	..	..	Litres	..	4,314,473	888,303
Canned goods	..	..	Kilos.	..	265,477	238,929
Cheese	..	..	..	..	337,982	202,789
Manufactured tobacco	..	..	..	..	324,022	648,044
Other articles	..	..	..	..	..	8,478,228
Total	..	..	..	..	..	17,858,063

The quantities and values of the principal articles exported were :—

Articles of export.

Articles.					Quantity.	Value.
					Kilos.	Pesos.
Coffee	..	..	..	..	23,504,999	12,222,600
Sugar	..	..	..	..	56,283,931	8,924,999
Molasses	..	..	..	..	1,364,980	82,993
"	..	..	..	..	11,529,132	403,520
Tobacco	..	..	..	..	2,843,615	1,191,318
Hides	..	..	..	..	378,170	71,852
Tallow	..	..	..	..	116,624	11,622
Corn	..	..	..	..	1,944,050	97,208

These together with 5,585 head of live stock valued at 221,330 pesos, salt at 6,600 pesos, bay rum at 7,551 pesos, cocoanuts at 27,838 pesos, fruits at 5,761 pesos, and many other articles in small quantities and values make up the total export value as given.

For the period extending from the end of 1897 to the date of the Americans taking charge of the customs, no official information of a reliable nature can be obtained of the trade of the island.

However, from that date to the end of 1899, a period of three days over 17 months, a return has been made irrespective of years by which it is shown that during that term Porto Rico imported goods to the value of 12,546,542 dol. United States (609)

Value of imports.

PORTO RICO.

urrency, and exported articles valued at 11,621,049 dol. of the me value.

Of the export value Great Britain, Canada, Newfoundland, the itish West Indies, and Bermuda took as set out in the following tement:—

ATEMENT of Articles Exported from Porto Rico to Great Britain and British Colonies from July 28, 1898, to December 31, 1899.

Articles.			Great Britain.		Canada and Newfoundland.		Bermuda.		British West Indies.	
			Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
				Dol.		Dol.		Dol.		Dol.
teutural implementa...	100 kilos.	...	...	...	...	...	...	...	...	...
male	Number	...	...	...	...	...	...	...	2,065	116,590
micals, drugs and dyes	100 kilos.	...	...	...	...	...	...	...	...	...
ee	...	...	781	17,419	2	70	...	...	...	...
per, and manu-	...	...	...	...	...	...	...	...	...	...
ctures of	...	...	...	...	...	...	...	...	...	...
ry products	...	...	...	...	...	...	...	...	...	...
thenware	...	...	...	...	...	...	...	...	...	...
blers	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
its	...	...	...	...	633	324	...	...	...	...
n, and manufactures	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
sehold and personal	...	...	...	...	...	...	...	...	...	...
fects	...	...	...	...	...	...	...	...	...	...
: and steel, and manu-	...	...	...	...	...	...	...	...	...	...
ctures of	...	...	...	...	...	...	...	...	...	...
ther, and manu-	...	...	...	...	...	...	...	...	...	...
ctures of	...	...	...	...	...	...	...	...	...	...
inery, and parts of	...	...	...	...	...	...	...	...	...	...
, animal and vegetable	...	...	...	...	...	...	...	...	...	...
its and colours	...	...	...	...	...	...	...	...	...	...
er, and manufactures	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
risious	...	...	...	...	...	...	...	...	...	...
its, distilled	...	...	...	...	...	...	...	...	...	...
ar and molasses	...	...	1,179	10,623	62,143	279,620	606	3,234	...	...
acco, and manu-	...	...	...	...	...	...	...	...	...	...
ctures of	...	...	86	2,745	...	...	...	...	5	797
rd, and manufactures	...	...	...	...	...	...	...	...	...	...
...	...	...	51	2,968	...	...	...	...	...	...
others	...	...	900	1,800	91	1,292	...	...	407	620
Total	...	...	...	36,378	...	261,806	...	3,234	...	117,747

And of the import value, Great Britain and her colonies were sponsible for quantities and amounts as follows:—

PORTO RICO.

7

STATEMENT of Articles Imported into Porto Rico from Great Britain from July 28, 1898, to December 31, 1899. Articles of import.

Articles.		Great Britain.		Canada and Newfoundland.		Bermuda.		British West Indies.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Agricultural implements	100 kilos.	1,883	Dol. 36,609	30	Dol. 46	...	Dol.	...	Dol.
Animals ... ..	Number	...	...	...	...	...	...	...	...
Breadstuffs ... ..	100 kilos.	1,915	9,717	160	4,496	...	...	...	...
Carriages and wagons	Number	...	...	...	...	...	...	...	...
Chemicals, drugs and dyes ... ..	100 kilos.	891	26,609	...	...	...	...	...	...
Clocks, watches and parts of ... ..	"	14	72	...	...	...	...	...	...
Coffee ... ..	"	...	...	...	...	...	...	...	...
Copper, and manu- factures of ... ..	"	623	20,048	...	...	...	...	...	...
Cotton, and manu- factures of ... ..	"	21,224	972,592	...	...	...	...	...	...
Dairy products ... ..	"	216	21,618	4	76	...	...	...	...
Earthenware ... ..	"	94	2,341	...	...	...	...	...	...
Fertilisers ... ..	"	...	...	...	...	...	...	...	...
Fish ... ..	"	220	2,170	86,472	694,132	...	...	...	...
Flax, hemp, and manu- factures of ... ..	"	5,167	115,662	...	...	...	...	...	...
Fruits ... ..	"	9	68	28	261	...	...	...	...
Glass, and manu- factures of ... ..	"	151	3,000	...	2	...	...	...	...
Gunpowder and ex- plosives ... ..	"	...	...	...	...	...	...	...	...
Household and personal effects ... ..	"	40	1,140	...	...	...	...	...	...
Iron and steel, and manufactures of ... ..	"	21,841	175,564	...	...	...	...	...	...
Jewellery, &c. ... ..	"	...	224	...	...	...	...	...	...
Leather, and manu- factures of ... ..	"	318	11,248	...	...	...	...	...	...
Liquors, malt ... ..	"	823	7,128	...	...	...	...	...	...
Machinery, and parts of	"	1,113	17,213	...	...	...	...	...	...
Marble and stone, and manufactures of ... ..	"	796	3,759	...	...	...	...	...	...
Musical instruments ... ..	"	...	...	...	...	...	...	...	...
Oils, refined mineral ... ..	"	3	40	...	...	...	...	...	...
" animal and vege- table ... ..	"	1,203	15,258	...	...	...	...	...	...
Paints and colours ... ..	"	2,703	24,936	...	...	...	...	...	...
Paper, and manu- factures of ... ..	"	206	3,348	...	...	...	...	...	...
Provisions ... ..	"	1,966	10,067	417	8,585	...	...	...	...
Rice ... ..	"	73,891	413,618	...	...	...	...	...	...
Silk, and manufactures of ... ..	"	18	10,084	...	...	...	...	...	...
Wines and cordials ... ..	"	...	...	...	...	...	...	...	...
Spirits, distilled ... ..	"	739	6,000	19	510	...	...	...	...
Sugar and molasses ... ..	"	...	...	...	...	...	...	...	...
Tobacco, and manu- factures of ... ..	"	...	...	...	...	...	...	...	...
Trees, plants, &c. ... ..	"	...	...	...	...	...	...	...	...
Wood, and manu- factures of ... ..	"	13	670	12,645	64,057	181	411	...	...
Wool, and manu- factures of ... ..	"	39,131	56,650	...	...	...	...	...	...
All others ... ..	"	32,655	102,890	26,907	42,220	...	...	798	4,600
Total ... ..	...	...	2,070,343	...	814,384	...	411	...	4,600

The period comprised in the foregoing statements preclude comparison with any former similar tables, but still it may be usefully noted that of the few exports to British parts the North American possessions hold the second place in sugar though a long way behind the United States, while Great Britain took only 10,823 dol. (United States) worth.



British  
position.

In imports Great Britain stands first in agricultural implements, cotton goods, flax and flax goods, iron and steel, paints and colours, and wool and woollen manufactures; second in machinery, oils, and rice, and third in provisions. The British North American possessions stand first in the importation of fish, the United States second with 181,135 dol.; they also stand second in lumber.

New tariff,  
possible  
effect.

It must, however, be borne in mind that, whether these positions be retained or not will entirely depend upon British imports being able to sustain the changes in the tariff, which came into effect with the installation of Civil Government in the island.

With regard to the exports of fish and lumber from British North America their diminution is certain, as the regulation forbidding freight between Porto Rico and the States, save under the national flag, came into force from January 1, 1900.

San Juan.  
British  
shipping,  
1897.

In the year 1897, 63 British vessels—38 steamers and 25 sail—of an aggregate tonnage of 61,374 tons, arrived at the port of San Juan.

Of these, two only, both steamers, cleared from home ports; one with coal, the other with general cargo. Four steamers and 19 sailing vessels, the latter with lumber and fish, came from British North American ports. 16 more steamers arrived with various cargoes from United States ports, 10 from Antwerp, and the balance from the different Porto Rican coast ports.

There was no outward sailing for Great Britain, but 10 steamers left for the United States, five for Cuba, one for Hayti, and the remainder, with the exception of 13 sailing vessels for North American ports and the Bahamas, left for the Porto Rican coast.

1898.

In the year 1898, 52 British ships—28 steam and 24 sail—of an aggregate tonnage of 57,334 tons, visited the harbour of San Juan, showing a falling-off of 11 ships—10 steamers and one sailing vessel—and of 4,040 tons.

Of these, six steamers, all with coal, came direct from British ports; one steamer and 20 sailing vessels from the British North American possessions, another steamer from Antwerp, and the balance from the various island ports and St. Thomas.

No vessel sailed for Great Britain; one steamer and 11 sailing vessels left for different British North American ports, six steamers and 19 sailing vessels for the United States, and the balance went to St. Thomas and the various Porto Rican ports.

1899.

A still further reduction in British shipping is to be reported in the year 1899, the returns showing only 42 British arrivals—21 each of steam and sailing vessels—with a total register tonnage of 31,159 tons, showing a loss on the previous year of seven steamers and three sailing vessels.

Only one steamer came from British ports, another and seven sailing vessels from British North American possessions, five steamers arrived from Antwerp with general cargoes, and the rest hailed from Porto Rican ports and St. Thomas.

No ship cleared for Great Britain; one steamer and 23 sailing vessels left for British North American ports and the balance went to Cuba, St. Thomas and Porto Rican ports.

It is only just to mention that a large part of this British shipping is made up every year of the monthly visits of the Royal Mail boats from Barbadoes via St. Thomas. The year 1900 will not have the advantage of counting this, as the service beyond St. Thomas was discontinued last November and will not be resumed.

Again by reason of the newly imposed regulation, that all traffic between Porto Rico and the United States must be carried on only by American vessels, British lumber and fish schooners from North American ports will suffer considerably in the loss of their return cargoes, a large proportion of which went to the States. The new rule may very possibly divert the trade in fish and lumber entirely away from British sources.

To give an idea of the loss to British shipping by the enforcement of the above-mentioned regulation, it will be sufficient to quote the totals arrived at in a statement of cargoes shipped in British vessels from Porto Rico to the United States for the year ending June 30, 1898—supplied to the International Conference at Quebec.

It there appears that, in the 12 months indicated, 29,333 tons of cargo were carried in British bottoms to the United States.

The general condition of Porto Rico at the close of 1899 was by no means good.

The effects of the war on the commerce of the island have been paralysing. On Spain surrendering dominion, she of course closed her ports to Porto Rico, whilst the American occupation of Cuba destroyed the only other market of any great importance it had for its produce. The commerce in two of the three staples upon which Porto Rican prosperity depended was at once ruined, viz., those of coffee and tobacco, and nothing up to the end of the year has been provided to relieve the situation. Money was not, in the majority of cases, procurable for the payment of the interest on the planters' mortgages, which are estimated to amount in value to over 30,000,000 pesos, and are held for the greater part by the merchants and bankers of the island at rates of interest from 24 per cent. down to 12 per cent.

On August 8 a terrible hurricane wrecked the plantations, destroyed the food supplies and resources of the lower classes, and left the large majority of the agricultural population bereft of the means of earning their living. The bananas and plantains upon which they were dependent for food were completely swept away and with no other alimentary crop in sight, many thousands would have starved outright had not the United States Government come to the rescue and organised a large and very complete system of relief which will remain in action until the food crops are once more available or the labourers by some other means regain a position to earn their living.

According to the official return of the Military Government,

New  
regulation,  
effect of.

General  
condition of  
the island.  
Effects of  
the war.

Mortgages.

Hurricane.

the hurricane caused the deaths of 2,184 human beings and injured 2,764.

Further it caused special damages in value as under :—

	Value.
	£
Sugar plantations .. .. .	405,630
Coffee plantations .. .. .	2,291,563
Tobacco plantations .. .. .	44,966
Ordinary crops .. .. .	595,622
Urban properties .. .. .	918,260
Cattle .. .. .	56,834

making a total loss of 4,312,425/.

Besides these actual losses, it is estimated that the commerce and industries of the island suffered damages to the extent of 173,543/., which added to the above makes a tangible loss of 4,485,968/.

The severity of the blow may be measured by the fact that the hurricane is said to have destroyed 90 per cent. of the coffee crop, the export of which represents seven-tenths of all exports and to be worth annually about 6,500,000 pesos. Further, that through the damage done, the 1900 crop cannot be worth more than 500,000 pesos, the trees being so injured as to be unable to make a larger effort. Indeed they will not recover their full bearing for at least four years.

The sugar estates, from the nature of the plant, did not suffer so heavily, but the damage to machinery, buildings and the cane fields was sufficient to reduce the planters' chances of financial recuperation from the losses resulting from the war.

Tobacco, the third staple, sustained the least damage, not being a recurrent crop, but merely single and periodical.

The monetary system at the close of the year remained in an unsatisfactory state, which creates a universal demand for its assimilation, as soon as possible, with that of the United States. The rate of exchange through the year has ranged spasmodically between 8 pesos 20 c. and 8 pesos 10 c. to the 1/.. The United States authorities, however, for government purposes have decreed the United States dollar to value 1 peso 66 2/3 c. The peso is generally received at 60 c. on the dollar, but its bullion worth is only about 40 c.

The assessed value of island realty, imperfectly got at, is estimated at 100,000,000 pesos; the island revenue at 2,000,000 pesos; it has no debt, but there is a universal demand to be empowered to contract one to an amount not greater than 10 per cent. on the assessed value of all property.

Taxation at present is indefinite, no regular collection having been made since the occupation; taxes will soon have to be imposed, but the form is yet to be decided upon. The tax on land as it now stands is 1 peso per acre on first-class land; 50 c.

on second-class and pasturage; waste lands pay 25 c.; residents abroad pay 50 per cent. surcharge.

The value of land is anything up to 500 pesos an acre, Value of sugar land in a good state of cultivation and well equipped land. is estimated to give a good return at this latter price. There is a considerable quantity of land not planted and fit for coffee that can be got at 10 or 20 pesos an acre, but intending purchasers must beware of unreasonable demands put forward in hopes of a good time to come under the approaching new rule. They must also look well into the title under which the land is sold, as boundaries in many cases are determined by the limits of lands of individuals who have long since passed away, and which have since been many times transferred. The labourers are reported to be docile and for the tropics satisfactory workers. Their wages Wages. range from 20 to 30 c. per diem.

Though called Porto Ricans, the people are of all sorts and degrees of mixed breed, Carib, negro, and white in every possible blend, and of all colours from jet black to quite light yellow.

About 70 per cent. are said to be of the Caucasian race, but Population. that proportion is, however, too large if appearances have anything to do with distinction. Some 70,000 are estimated to be negroes, and 240,000 mulattoes of all sorts.

A noticeable thing in the island statistics is, that about 3,500 of the population are returned as Corsicans and are still French citizens.

Since the occupation much has been done in all parts of the Sanitation. island to improve its sanitation. Compulsory vaccination undoubtedly saved it from a threatening epidemic of small-pox. Sanitary boards have been established in all parts, with liberal powers for the abatement and extirpation of sources of disease, with the result that the health of the island may be reported as being fairly good.

There are no general statistics published on the sanitary condi- Statistics for tion of the island by the Superior Board of Health, but I have been 10 years. furnished with the following mortality returns for the past 10 years:—

Year.						Number of Deaths.
1890	..	..	..	..	..	25,203
1891	..	..	..	..	..	24,350
1892	..	..	..	..	..	22,271
1893	..	..	..	..	..	20,573
1894	..	..	..	..	..	22,888
1895	..	..	..	..	..	22,708
1896	..	..	..	..	..	22,638
1897	..	..	..	..	..	28,473
1898	..	..	..	..	..	30,222
1899	..	..	..	..	..	36,598

The lowest rate being 23·2 per 1,000 in 1893, and the highest 39·2 in 1899.

During the year 1899 the deaths from the principal diseases were as follows:—

Disease					Number of Deaths.
Small-pox	..	..	..	..	219
Typhoid fever	..	..	..	..	338
Meningitis	..	..	..	..	334
Dysentery	..	..	..	..	3,268
Diphtheria	..	..	..	..	44
Tuberculosis	..	..	..	..	1,623
Tetanus	..	..	..	..	1,027
Anæmia	..	..	..	..	8,560

With respect to the increase of mortality in 1897 and 1898 there was no epidemic to account for it, although deaths from anæmia and dysentery greatly increased in many municipalities, particularly in 1898.

The 1899 ordinary death roll was swelled by the deaths of nearly 3,000 individuals directly brought about by the hurricane of August 8, entailing indirectly the deaths of thousands more.

r. There was no case of yellow fever during the year.

All accounts and surveys of the island agree in the suitability of nearly the whole of its interior for coffee growing above the elevation of about 600 feet above sea-level.

These lands are described as being "admirable," and it is stated by experts that there is no reason why Porto Rico should not become one of the principal coffee-growing countries of the world, as the natural conditions required are probably more favourable than elsewhere.

The berry produced is also described as being "admirable," of particularly good flavour, and in quality quite as good as that which fetches the highest retail price. A proof of its superior quality is that the trade while refusing to admit it as a distinct grade have been frequently known to dispose of it as Mocha or best Java.

On the whole island there are about 200,000 acres in coffee or preparing for it, but its cultivation is capable of large extension. According to experts its cultivation has hitherto been carried on somewhat improperly, such as the use of too much shading and of neglect of nurseries for the young plants. By improvement in methods it is estimated that the average yield could be doubled, while as to productive capability, the island could produce all the high-grade coffee required by the United States.

The crops of 1896 and 1897 were 59,780,000 and 57,390,000 lbs. respectively, but it has mounted to over 60,000,000 lbs.

The average yield is about 500 lbs. per acre, but this may be greatly exceeded by improved culture.

Good coffee land may cost anything from 25 to 100 pesos per acre. Wild land will cost about 30 pesos an acre to put

into cultivation, and the expenses of production are estimated at from 6 to 7 c. per lb.

The sugar lands of the island, of which many hundreds of acres are lying abandoned on account of not paying expenses without considerable outlay in the shape of fertilisers that the planters cannot afford, were never what is called prime. Replanting is required every three to five years, while there is land in Cuba which lasts for 12 years and more without a change. In all there are estimated to be some 50,000 acres in sugar in the island, which represents about one-third of the land capable of producing it.

The average yield is from 4 to 5 tons per acre, with a decrease of about 10 per cent. per annum, down to under 2 tons when the land is ploughed up and replanted or left for a rest in pasture. This acreage does not include a large extent of land on the south side of the island, which could be brought into cultivation by irrigation and terracing.

The crop of 1899 amounted to 47,000 tons. A 10 years' average tells up to 58,471 tons of sugar and 14,358 hogsheads of molasses per annum. The crop on one occasion went as high as 60,000 tons, and with improved methods might be brought up to 100,000 tons.

Like all other island products, owing to the war and the hurricane, sugar production is by no means in a flourishing condition.

The tobacco interest is small, but is capable of great extension. It appears to be grown more as a subsidiary crop than a steady pursuit, and though the quality is said to be poor as compared to the Cuban article, nevertheless about half the entire crop always went to Cuba, to reappear in the various forms of Havannah manufactured tobaccos. That is, it was so before the war, when it could be introduced under favourable conditions, but since that time its commerce has fallen off almost completely. The crops from want of a market have had to remain at home, which, however, may in the end prove a benefit, as the necessity of doing something with the material to avoid total loss has resulted in the creation of several manufactories in which is now made a very fair brand of cigar.

The acreage in tobacco is estimated to be something above 3,000 acres, which produce about 12,000,000 lbs. per annum, the surplus of which, after supplying home wants, used to go to Cuba, with the exception of a small quantity of the very poorest grade that found its way to France and Germany. At present all remains in the country, and will do so until more settled times find a new market.

The conditions of the climate and country of Porto Rico are specially favourable for banana growing, but it is estimated that at least 500 acres must be cultivated to make a regular trade possible and profitable. As yet they have not found their place as an article of export, but with proper cultivation it is expected that the 5,000,000 or 6,000,000 dol. worth annually

imported into the United States might be produced on the island.

ca. Pineapples grow wild in great luxuriance, and with proper care produce a fruit not to be excelled. As an article of export they as yet have had little notice, but are gradually gaining an increasing market in the United States.

The country produces a splendid orange which, however, has not been as yet seriously regarded from a commercial point of view. This will not be the case for long, as tracts of land are being taken up every day for planting, which in due time must prove highly remunerative.

All other citrus fruits flourish well.

ca. Vegetables of all descriptions can be grown with profit at the various altitudes suitable to them, so much so, that great hopes are entertained of Porto Rico supplanting Bermuda in the very profitable supply of early vegetables for the mainland.

tion. With all the special agricultural qualifications of the island it must not be thought that such may be turned to profit by anyone who may acquire land there. In the words of a United States Government expert: "For men without capital or experience in the industries of tropical countries there are no openings in Porto Rico, but with the improvement of the means of communication there will be much to encourage the settlement of farmers of sufficient enterprise and intelligence to carry on diversified farming, and profit by the advantageous local conditions."

Cacao has been proved to grow very favourably, but has not been essayed as yet in any but a small way.

There can be no doubt that sisal hemp such as is now being successfully produced in the Bahamas can be freely grown, as also the manilla form of the article.

ber. A great many inquiries have been made as to the adaptability of the island for rubber-growing. This is a question for actual experiment, for although several kinds of rubber-producing trees are to be found wild in the bush, Porto Rico does not possess the climate which appears to be necessary to the growth of the principal or Para rubber tree, nor the soil congenial to many of its substitutes.

Cattle thrive well, and there is no doubt that their raising as a business could be developed with little trouble to an important degree.

The island breed is of African origin, and of a specially docile nature. Nobody appears as yet to have taken the trouble to improve the breed, which approaches in quality the good grades of cattle in the United States; smaller but much better proportioned than the Texan sort.

com- Through San Juan, Porto Rico may be said to be more than  
ons. ordinarily fortunate in its facilities for communication with the outside world.

It had before November, when the "Royal Mail" discontinued its monthly connection with the English mail from Southampton via Barbadoes, four direct monthly mail services from and to

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No. 2476 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

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# UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR  
DISTRICT OF BOSTON.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2314.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
JULY, 1900.*

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NOTE.—L. has been reckoned as equal to 5 dol. for the purposes of this report.

Principal authorities consulted: Boston Chamber of Commerce Report for 1899; Boston Fish Bureau Report for 1899; and Returns from United States Custom-house, Boston.

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*Report on the Trade and Commerce of the Consular District of  
Boston for the Year 1899*

By MR. VICE-CONSUL STUART.

(Received at Foreign Office, June 18, 1900.)

The Boston Chamber of Commerce reports that the year 1898 closed with a good prospect that 1899 would be a year of increasing prosperity. This belief seems to have been well-founded, as the commercial record of the year is well nigh without parallel. In nearly every line of commercial activity there has been a development far beyond the anticipations with which the year opened. The volume of domestic trade, both local and interstate, was in excess of any previous year. Notwithstanding the enormous increase in production of all classes of goods, accumulated stocks have been diminished or exhausted, and at the close of the year most manufacturers find themselves far behind with their orders. The railroads of the country have been taxed to their utmost capacity to carry the traffic offered, and a dearth of cars has been almost constantly in evidence. General review.

There has been a general upward movement of values, both of manufactured goods and of raw materials. Labour is fully employed, and wages in most branches of trade have been restored to the level from which they were forced during the panic years, and in some cases have risen to a higher plane than during the years of great prosperity preceding 1893.

In the abounding prosperity that has marked the course of the year just closed, Massachusetts and New England have received a full share. The textile and boot and shoe industries, the machine works, the smaller factories and workshops scattered throughout the entire district, and whose aggregate product is enormous in volume and of infinite variety, have all experienced a year of activity and progress surpassing the most sanguine expectations.

The foreign trade exceeded all previous records. The great manufacturing activity caused a large increase in the imports of raw products and partially manufactured materials entering for

finishing purposes, while exports of products of domestic manufacture have shown a phenomenal growth.

Boston, port charges.

Boston is situated in latitude  $42^{\circ} 41' N.$ , longitude  $71^{\circ} 1' W.$  Harbour entirely protected and safe at all seasons.

Vessels loading grain pay no elevator due, this charge being paid by the shippers. Vessels pay no wharfage or dockage while discharging or loading.

Dockage,  $\frac{6}{10}d.$  per register ton per day, but berths can be obtained at less rates where vessels are to lay any length of time.

Commission for procuring charters 5 per cent. Coal and iron (coastwise)  $2\frac{1}{2}$  per cent. The harbour is one of the safest and best in the world, well lighted and buoyed, and throughout the winter months is free from ice. Ships of the largest capacity and draft can enter and leave the port and discharge and load at the wharves afloat.

There are four elevators at tide water, two with all modern improvements capacity, 3,850,000 bushels, and one local elevator, capacity, 200,000 bushels. Total storage capacity of the port, 4,050,000 bushels.

Cargoes of coal from coastwise ports when ordered through bridges to discharge are subject to a charge of 3 c. per ton per bridge; coastwise cargoes of coal are discharged at the expense of the shipper.

Pilots and pilotage.

There are two pilot stations—an inner station near the entrance of the harbour, a few miles outside Boston Light, and an outer station off Cape Cod, “from where Race Point bears south to where the Highland Light bears W.N.W.”; the land in fair weather to be kept “in sight from boat’s deck.” The station boats must show signals by day and night, and are by law required to keep the stations until relieved. Also three boats cruising in the bay outside of station boats.

Pilotage is compulsory for foreign vessels inward, and for vessels over 350 tons outward.

The main ship channel is being dredged to a minimum depth of 27 feet at mean low water, and a least width of 1,000 feet. At the present time the full depth has been secured to a width of 800 feet in the lower channel.

[Mr. Blunt, Her Majesty’s Consul-General, reports as follows:—

With reference to Mr. Stuart’s information on the dredging operations in Boston Harbour, I have the honour to report that, from observations and inquiries I have made, the harbour approaches and terminals now under way when completed will afford safe ingress and egress to the largest ocean steamers now afloat, and I beg leave to submit the following further information which the President of the Boston Chamber of Commerce has kindly furnished me on the subject: “I have the honour to state that the work that is now being done in the harbour is proceeding under what is known as the old ship channel project, which calls for a channel 1,000 feet wide and 27 feet deep at mean low water from the sea to the wharves

This project was placed under the continuing contract system by Congress in 1895, and contracts were authorised to a total amount of 1,145,000 dol. (about 290,000*l.*), which is the sum required to complete the work. At the present time the work is practically completed from the sea to President Roads, and the dredging is now going on from President Roads to the inner harbour, and by August of the present year a channel to the full depth and of a width of 500 feet will probably be secured, the remaining 500 feet being completed during the next year. In 1899 Congress authorised an expenditure of 450,000 dol. (about 90,000*l.*) to complete a channel 1,200 feet wide and 30 feet deep from the sea to President Roads via Broad Sound. The work under this contract will commence about July 1 of this year, and will be completed in two seasons. When completed, there will, as you will observe, be two independent channels from the sea to President Roads.

"Congress has just passed a Bill proposed by this organisation for a survey of a channel from the sea to the inner harbour, that is to say, to the Navy Yard and the Mystic River and Chelsea River Bridges, via Broad Sound, 35 feet deep and 2,000 feet wide. This survey will be completed during the present summer, and it is our purpose to then attempt to secure from Congress authority for constructing a channel of these proportions. We feel confident that the necessary Congressional authority will be obtained at an early date. If we are successful in getting this channel Boston will be provided with facilities for caring for the largest ships afloat equal to any enjoyed by any port in the world."]

The depth in the upper channel is 23 feet at mean low water.

A new channel from the sea to President Roads by way of Broad Sound, 1,200 feet wide and 30 feet deep, has been authorised by Congress, and will be completed in about two years.

The built-up wharfage front below the bridges is 7 miles long; above the bridges about 12 miles, as measured by following the Commissioners' line of solid filling, and not including the indentation of the piers.

The range of tides at the wharves is 9 feet 8 inches, and at the entrance to the outer harbour 9 feet 4 inches.

BOSTON.

The following are the stevedore rates in force at Boston :—

		Rates.	
		From—	To—
		£ s. d.	£ s. d.
<b>DISCHARGING.</b>			
al .. .. .	Per ton of		
	2,240 lbs. ..	..	0 1 0½
m (according to kind) ..	Per ton of		
	2,240 lbs. ..	..	0 1 0½
gar and molasses ..	Per hogshead	0 0 8	0 0 10
	Per bag ..	0 0 1½	0 0 2
umber—			
Cypress .. .. .	Per 1,000 feet	0 2 1	0 2 6
Yellow pine .. .. .	"	0 2 1	0 2 6
White pine .. .. .	"	0 1 2	0 1 8
Spruce .. .. .	"	0 1 2	0 1 8
ool .. .. .	Per bale ..	0 0 2½	0 0 6
anilla hemp .. .. .	" ..	..	0 0 2
y hides .. .. .	Per 1,000 ..	1 0 10	1 2 1
neral cargoes (including			
orting) .. .. .	Per cubic foot	0 1 5½	0 1 8
<b>LOADING.</b>			
umber .. .. .	Per 1,000 feet	0 1 8	0 2 1
roleum .. .. .	Per barrel ..	..	0 0 2½
asurement .. .. .	Per 40 cub. ft.	..	0 1 8

RATES of Pilotage for Boston Harbour. Act of May 13, 1873.  
(Over 25 feet the rates are the same inward and outward with the addition of distance money inward from November 1 to May 1, 20 per cent.)

Outward Rates.		Inward Rates.			
Draft Water.	Amount.	Draft Water.	Amount.	Distance Money.*	Total.
Feet.	Dol. c.	Feet.	Dol. c.	Dol. c.	Dol. c.
7	11 55	7	18 48	3 70	22 18
8	13 28	8	21 52	4 30	25 82
9	15 03	9	24 57	4 92	29 49
10	17 00	10	27 70	5 54	33 24
11	19 14	11	30 80	6 16	36 96
12	21 36	12	34 20	6 84	41 04
13	26 00	13	38 35	7 67	46 02
14	28 00	14	48 30	9 66	57 96
15	31 50	15	52 50	10 50	63 00
16	36 00	16	56 80	11 36	68 16
17	42 50	17	63 75	12 75	76 50
18	49 50	18	68 40	13 68	82 08
19	57 00	19	76 00	15 20	91 20
20	65 00	20	83 00	17 00	102 00
21	73 50	21	94 50	18 90	113 40
22	82 50	22	99 00	19 80	118 80
23	92 00	23	115 00	23 00	138 00
24	102 00	24	120 00	24 00	144 00
25	125 00	25	125 00	25 00	150 00
25½	132 38				
26	139 75				
26½	147 50				
27	155 25				
27½	163 37				
28	177 50				
28½	180 00				
29	188 50				

\* Distance money, from November 1 to April 30, inclusive, eastward on a line drawn from Manomet Land, Plymouth, to Thatcher's Island, Cape Ann.

The pilot signal by day is a white and blue flag, *white next the mast*; and in the night a white mast-head light. Pilotage rates the same all the year round.

Towage inward, according to agreement, varying with size of vessel and distance from 15 to 50 dol. Quarantine fees, payable from June 1 to November 1, ships and barques, 8 dol.; brigs, 5 dol. No wharfage or special port charges.

Tonnage dues levied by National Government in all American ports:—

From West Indies, 3 c. per ton, net register.

From other foreign ports, 6 c. per ton, net register.

Two cargo manifests and provision lists required by custom-house.

The foreign commerce of the port of Boston during 1899 sur- Commerce of  
passes all previous records, aggregating 38,097,066*l.*, which while Boston.  
only slightly greater than the extraordinary record of 1897  
\*exceeded that of 1898 by 3,361,786*l.* The figures in detail are as  
follows:—Exports, 25,426,608*l.*, an increase of 453,651*l.* over  
1898; imports, 12,670,458*l.*, an increase of 2,908,135*l.* over 1898.

The exports were the largest in the history of the port. The  
(618)

imports, although showing a substantial gain over the previous year, were still much below those of the year 1897, when large quantities of wool and other dutiable goods were imported to escape the increased duties about to be imposed under the Dingley tariff. The imports of that year amounted to 17,137,630*l*.

The "in transit and transshipment" trade passing through this port amounted to 2,376,725*l*. and was made up as follows:—

Entered at Boston for transshipment to foreign countries, principally Canada, 1,166,871*l*. Canadian imports entered at various ports and exported to foreign countries via Boston 1,209,854*l*. With these additions the total foreign trade of the port of Boston during 1899 is seen to be 40,473,791*l*. This does not include merchandise to the value of 288,328*l*. received at Boston and forwarded to interior points without appraisement.

The following table compares the trade of Boston with that of other principal ports for the year ending December 31, 1899:—

Ports.						Value.
						Dollars.
Boston ..	..	..	..	..	..	190,485,338
New York ..	..	..	..	..	..	995,405,812
Philadelphia ..	..	..	..	..	..	115,455,821
Baltimore ..	..	..	..	..	..	123,339,538
New Orleans ..	..	..	..	..	..	111,465,853
San Francisco ..	..	..	..	..	..	80,037,943

As a port of export for the various products classed as provisions, Boston continues to take a prominent place, over 30 per cent. of the entire exports of these products passing through this port. While the ports of New York and Baltimore, which are the principal competitors for this traffic, show a falling-off, Boston made a substantial gain.

As a port for the export of live cattle Boston recovers the first place from which it was forced last year by New York, having during the past year exported 124,290 head or 37 per cent. of the total from all ports.

In breadstuffs while every other prominent Atlantic and Gulf port, except Galveston, decreased, Boston made a gain.

The principal articles of export were provisions (including live animals), breadstuffs, leather manufactures, cotton and manufactures, and wool and manufactures.

The principal articles of import were sugar and molasses, hides, cotton and manufactures, wool and manufactures, chemicals, drugs, &c., leather and manufactures, iron and manufactures, hemp and flax.

The percentage of loss while on shipboard of live-stock exported from this port was materially increased during 1899 by the losses sustained by the steamers "Etolia" and "Bostonian" which encountered hurricanes of great severity, thereby increasing the losses for the year nearly threefold.

According to the report of the Department of Agriculture, the percentage of loss while on shipboard, of cattle shipped from all United States ports during the past year was 0.31 per cent.; the loss of sheep was 1.54 per cent.; of horses, 1.11 per cent. The loss on shipments made from Boston during the past year, compiled from returns made to this office, were as follows:—Cattle, 0.32 per cent.; sheep, 1.2 per cent.; horses, 0.54 per cent.; less than one-half the percentage for all ports.

The ocean tonnage entered and cleared at this port in the foreign trade aggregated 4,431,019 tons, an increase of 767,188 tons, or 21 per cent. over 1898. These figures do not include 128 vessels bound for Boston that touched first at some other American port and were entered at the custom-house there. The greatest previous increase since the tonnage reached large proportions was in 1891 when a gain of 14 per cent. over the previous year was made.

This increase is especially noteworthy when the withdrawals of tonnage by the British Government for use as transports in the South African service are considered. The tonnage of American vessels in the foreign carrying trade of this port, aggregating but 464,869 tons, shows the remarkable increase over the previous year of 150 per cent. This is largely due to the establishment of the Admiral line of steamships, running between this port and Jamaica, which trade was formerly carried on in British bottoms chartered by the American company.

The following table shows the arrivals in the coastwise trade and the entrances and clearances in the foreign trade for the past 12 months:—

Year.	Coastwise Arrivals.	Foreign Entrances.		Foreign Clearances.		Total Foreign Tonnage.
		Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	
1899...	10,304	1,968	2,272,446	1,854	2,057,573	4,431,019

The steamers taken from the Boston service by the British Government since September for use in transporting troops to South Africa were 11 in number, aggregating 52,332 tons net. Three smaller steamers were substituted to partially take their places, with a net tonnage of 9,311 tons, making a net loss of 42,521 tons. In addition two steamers were taken from Boston to fill vacancies caused by the withdrawal from the New York service and their places were filled by other steamers, causing a further net loss of 671 tons. The total net loss of tonnage in the Boston service during the last four months of the year is, therefore, seen to be 43,192 tons. As these steamers would have averaged two and one-half trips each the tonnage entered and cleared at the port was thereby reduced 215,960 by these withdrawals.

In connection with Boston's freight service there has been built up between this port and Liverpool during the past few



years a passenger service of large and increasing proportions. The number of cabin passengers arriving and sailing from this port in 1899 aggregated 13,934, which was an increase of 37 per cent. over the previous year. In addition there were carried 39,872 steerage passengers, as against 29,337 in 1898, an increase of 36 per cent.

The following table gives the trans-Atlantic passenger movement at Boston during the last 10 years. The increase in passenger traffic during the past year was secured in the face of a reduced service.

Year.	Cabin Passengers.			Steerage Passengers.			Grand Total.
	Arrived.*	Sailed.	Total.	Arrived.*	Sailed.	Total.	
1890 ... ..	4,761	1,509	6,270	28,818	7,278	36,096	42,366
1891 .. ..	5,198	1,621	7,019	30,961	7,090	38,051	45,070
1892 ... ..	4,728	3,478	8,206	32,348	4,656	36,999	45,104
1893 ... ..	3,361	3,710	7,071	29,583	4,682	34,265	41,336
1894 ... ..	2,667	4,132	6,819	17,568	8,744	26,312	33,131
1895 ... ..	4,222	3,366	7,587	20,472	7,097	27,569	35,156
1896 ... ..	5,604	4,366	9,970	14,410	5,829	20,239	30,209
1897 ... ..	5,185	4,242	9,427	11,529	5,868	17,397	26,824
1898 ... ..	5,887	4,386	10,273	11,964	7,481	19,445	29,718
1899 ... ..	7,375	6,559	13,934	18,693	7,245	25,938	39,872

\* Years 1890-99 inclusive, ending June 30.

"Dunn's Review" states that the failures in 1899 were 9,393 in number, with liabilities of 123,132,679 dol. The last days of the year added a few to the number, and some millions to the known liabilities of firms and banks which failed close to the end, so that commercial defaults (without banking failures, 32,252,790 dol.) reached 90,879,889 dol., of which 30,792,164 dol. were in manufacturing, 48,924,771 dol. in trading, and 11,162,954 dol. in brokerage, promoting, and other commercial liabilities. Yet it remains true that the failures of 1899 were in amount smaller than in any other year of the past 25, excepting 1880 and 1881, while the average of liabilities was smaller than in any previous year, and the most important test of all, the ratio of defaults to solvent payments through clearing houses is not only the smallest ever known in any year, but smaller than in any quarter save one—the third of 1881.

Returns of failures in 1899 cannot be discussed without using a good many superlatives. In all essentials they are the best the Mercantile Agency has ever reported in the 25 years of which it has complete returns. Further mischief at Boston resulted from the speculative collapse there, but less than many feared. But for the failures resulting from that operation the aggregate for the year would have been about 21,000,000 dol. less than it is.

It is one strong point that failures have been smaller than in 1898 or previous years, not only in the aggregate, but in every part of the country, but what is more, smaller also in both manufacturing and trading in every district except New England, where the closing troubles involved several connected firms

with heavy liabilities, though their failures had nothing to do with the condition of their trade.

The Massachusetts manufacturing defaults were the smallest in any year, as were those of the other New England States.

#### COMMERCIAL Failures in 1899.

States.	Total, 1899.			Total, 1898.	
	Number.	Assets.	Liabilities.	Number.	Liabilities.
		Dollars.	Dollars.		Dollars.
Maine .. ..	209	785,400	1,724,786	208	2,156,820
New Hampshire ..	55	194,517	409,684	72	3,156,820
Vermont .. ..	68	219,188	503,405	55	408,993
Massachusetts ..	943	8,456,581	15,756,211	1,003	17,552,923

#### CLASSIFIED Failures in 1899.

States.	Manufacturing.		Trading.		Other Commercial.		Banks.	
	Number.	Liabilities.	Number.	Liabilities.	Number.	Liabilities.	Number.	Liabilities.
		Dollars.		Dollars.		Dollars.		Dollars.
Maine ... ..	44	572,200	163	1,051,486	2	10,000	1	800,000
New Hampshire ...	11	57,624	42	338,219	2	13,841	...	...
Vermont ... ..	21	262,757	45	235,398	2	5,280	...	...
Massachusetts ...	355	5,254,499	555	10,071,111	33	430,201	2	13,500,000

The wheat market during the 12 months past has been devoid of any special features, and compared with the year 1898, which witnessed the marvellous movement in prices because of the so-called "Leiter deal," was quiet and uninteresting. Prices during the year ranged  $7\frac{1}{2}d.$  from highest to lowest, the highest being  $3s. 3\frac{1}{2}d.$ , and the lowest  $2s. 8d.$

In October a spasmodic advance was effected by the prospects of a South African war, and the critical condition of affairs in South Africa caused another and sudden upward turn in December, which, however, did not last, as in this month the lowest prices of the year were recalled, and caused the year to close with a dragging market.

The receipts and exports of wheat at Boston were 13,000,000 bushels, or substantially the same as in the year 1898.

Steamer yellow corn was quoted in the Boston market at the opening of the year at  $1s. 10\frac{1}{2}d.$ , which was the highest price of the year, although that figure was reached again in November. There has been a great steadiness in the market throughout the whole year, prices remaining within the extraordinarily narrow limits of a range only of  $2d.$  The lowest price ( $1s. 8\frac{1}{2}d.$ ) was reached twice, viz., in August, and again in December.

The receipts and exports of corn at Boston were the largest in the history of the port, namely, 17,753,849 bushels, and 17,438,813 bushels respectively. This being an increase in the receipts of 35 per cent. over the previous year, and an increase of 48 per cent. in the exports.

The local oats market has been devoid of any unusual feature. The highest prices for the grade No. 2 clipped white oats were realised in the latter half, being from 1s. 2½d. to 1s. 4½d. The local receipts were 11,126,702 bushels, of which 5,241,677 bushels were exported, which is a falling-off of 3,479,254 bushels from the previous year's figures.

The flour market during the past year has been dull and unsatisfactory. The volume of business has been large, but prices, while free from sudden disturbances, have been uniformly low. The prices of standard patents fluctuated during the year between 13s. 8d. and 17s. 8d. The receipts at Boston were 2,321,583 barrels, as against 2,556,245 barrels in 1898. The exports were: 1,598,630 barrels, against 1,635,867 barrels in 1898.

ous. The improvement in the provision market, noted in 1898, has continued, and increased during the year just closed. There has been a steady demand throughout the year, a free movement of goods, and prices have been maintained at a higher level than for several years. The number of hogs packed at Boston exceeded the figures of any previous year.

The following statement shows the number of hogs packed at Boston during the last five years:—

	Year.						Number.
1895..	..	..	..	..	..	..	1,450,971
1896..	..	..	..	..	..	..	1,505,309
1897..	..	..	..	..	..	..	1,648,717
1898..	..	..	..	..	..	..	1,725,919
1899..	..	..	..	..	..	..	1,751,035

o. The local produce market during 1899, while presenting some  
 &c. favourable features, cannot be said to have afforded unmixed satisfaction to the trade. The butter market was especially favourable during the latter half of the year, securing to the trade a fairly profitable year's business. The egg market has been unsatisfactory. Prices were too high early in the year, resulting in the stock in cold storage averaging higher than the market in the latter months would support, entailing consequent loss upon the owners. The trade in cheese has been quite satisfactory, prices being well maintained, and the demand being constant throughout the year.

The year opened with Western extra butter (large tubs), quoted at 10½d. Light receipts, and strength in other markets, brought an advance to 11d. during February, but a sharp decline set in during April, owing to very light demand, resulting in a loss of 2d. per lb. The lowest price of the year was reached the first

week in May, viz., 8½d. In July, at the close of the month, a firmer tone took possession of the market, and an upward movement commenced, which continued without interruption until 11½d. was reached in September. The high mark of the year (1s. 1½d.) was reached in December, which price was maintained until the close of the year. The receipts were 24,879 tons, as against 25,305 tons in 1898. The exports were 1,500 tons, against 800 tons the previous year.

The price of cheese during the past year has averaged higher Cheese. than for several years. The receipts at Boston aggregated 377,003 boxes, as against 324,433 boxes in 1898. The exports were 14,500,000 lbs., an increase of 4,000,000 lbs. over 1898. The increase occurred wholly in the Canadian product, as the exports of domestic cheese, via this port, were almost exactly the same as the previous year, viz., 3,290,000 lbs.

The egg market during the past year has ruled higher than for Eggs. several years. The first two months of the year were characterised by an unsettled market with sudden fluctuations in price, but with settled spring weather a steadiness was imparted that remained during the entire year. The receipts at Boston were 900,219 cases, a slight increase over the previous year.

The fruit market during the past year was very satisfactory Fruit. with a steady demand and an increased consumption, prices affording both producers and handlers a good margin of profits. The receipts of fruit were much greater than in the previous year, although restricted to better grades, owing to the heavy tariff charges.

There was an increase of about 50 per cent. in the receipts of bananas in this market, viz., 2,405,608 bunches against 1,640,880 bunches in 1898. Jamaica, with the exception of a few small shipments, furnished the entire supply.

With regard to the fisheries, the Boston Chamber of Com- The fisheries.] merce reports as follows, the information being taken from the reports of the Boston Fish Bureau, the United States Bureau of Statistics and United States Fish Commission.

The year 1899 was remarkable for the good stocks which were made in the fisheries, and, as a result, dealers were encouraged to build new fishing vessels, more of which were added to the fleet than in any year since 1895.

During the year 1899 there were landed in Boston 63,450,329 lbs. of fresh fish direct from the fishing grounds by a fleet of 302 vessels. If to this is added the receipts of fresh fish by rail from the outports and from Canada, which were approximately 20,000,000 lbs., the total receipts of fresh fish during 1899 were 83,450,329 lbs.

The New England catch of cod and other ground fish shows an increase of 102,548 quintals as compared with 1898. The catch of these fish for the last five years was as follows:—

Articles.		Quantity.				
		1899.	1898.	1897.	1896.	1895.
Mackerel for salting .. ..	Barrels ..	22,468	14,286	13,164	77,464	24,930
Cod and other ground fish ...	Quintals ..	622,890	520,322	358,479	242,760	494,979

The catch of mackerel for salting of the leading countries of the world in 1899, compared with the catch in 1898 to 1896, was as follows :—

	Quantity.			
	1899.	1898.	1897.	1896.
United States .. .. .	Barrels. 22,468	Barrels. 14,286	Barrels. 13,164	Barrels. 77,464
Nova Scotia, Cape Breton, and Prince Edward Islands ..	16,000	23,000	20,000	10,000
Magdalen Island .. .. .	..	..	..	4,000
Ireland .. .. .	72,000	54,261	48,350	90,000
Norway .. .. .	13,000	7,000	7,000	8,000
Total .. .. .	124,468	98,547	88,504	190,464

The receipts of fresh mackerel at Boston during the year 1899 were 30,770 barrels against 23,116 barrels in 1898. The receipts of salt mackerel in Boston during the year 1899 were 30,389 barrels against 31,329 barrels in 1898.

An innovation in mackerel fishing was a trip to the Irish Coast by the schooner "Ethel B. Jacobs," Captain Solomon Jacobs, which sailed in July, making the trip across the Atlantic in 14 days. She secured 353 barrels of mackerel, which were salted and shipped home. While fishing on the Irish coast in October she went ashore on Abbey Island, Darrynane, and was a total loss. The vessel and outfit were insured for 2,100*l*. The venture proved unprofitable, and it is doubtful if any future attempts will be made to prosecute this fishery by American vessels.

At  
st.  
The first new Irish salt mackerel were received on March 15, a lot of 33 barrels, and were the earliest receipts of Irish mackerel on record. They counted about 380, and sold at about 3*l*. 10*s*. per barrel. They were caught in the month of February, at which time it usually pays the Irish fisherman better to ship them to England fresh. The first receipts in May arrived on May 16, and sold at from 3*l*. to 3*l*. 4*s*. per barrel.

It's  
The number of vessels and lives lost during the calendar year were as follows :—

Ports.	Vessels Lost.	Lives Lost.	Value of Vessels.	Insurance.
			Dollars.	Dollars.
Beverly .. ..	1	12	300	..
Boston .. ..	2	5	2,300	1,700
Gloucester .. ..	10	52	10,920	8,782
Provincetown .. ..	2	..	1,700	500
Total .. ..	15	69	15,220	10,982

The Boston custom-house returns show that the ocean tonnage Shipping. in 1899 was 2,373,446 tons entered, and 2,057,573 tons cleared, making a total of 4,431,019 tons, as against 3,663,831 tons in 1898, and a total increase of over 767,000 tons. Of this increase in vessels entering, about 140,000 tons is in American bottoms—the British fruit steamers to the West Indies having been changed to the American flag; also, nearly 156,000 tons increase is in British bottoms. Whilst in the clearing, some 130,000 tons is in American bottoms, and over 155,000 tons in British bottoms, the balance of the increase was over 83,000 tons entered, and nearly 70,000 tons cleared in Norwegian bottoms.

The total number of vessels of all nationalities which entered Boston from foreign ports during the year 1899 was, according to the custom-house returns, 1,968 vessels, of 2,373,446 tons measurement, as against 1,797 vessels, of 1,980,708 tons, in 1898. Of the above, 874 were British steamers, of 1,806,395 tons, and 720 British sailing vessels, of 105,790 tons, with cargo and ballast :—

ENTERED.

Nationality.	Number of Vessels.	Tonnage.
British .. ..	1,594	1,912,185
American .. ..	236	231,870
Other nations .. ..	138	229,391
Total .. ..	1,968	2 373,446

The year 1898 ended with confidence regained, stocks ad- Money and vancing, money plentiful, and obtainable at easy rates; this con- sterling tinue*ed* into the year 1899, in fact, money was so plentiful that exchange. note-brokers complained of a scarcity of paper, a thing most rare at the beginning of a year, and loans were freely made on copper stocks with good margins, at 4 per cent. four months. This was a marvellous departure for conservative Boston.

In June the State of Massachusetts issued a loan of 6,385,000 dol. (bonded) 3 per cent., 40 years, which New York took at 100 dol. 64 c., and Boston issued a loan of 4,711,000 dol., at 3½ per cent., 30 years, at 107 dol. 37 c.

The year closed with a surprisingly good stock market, after a heavy break in the middle of the month, and an easy money market, business in general being considered good and sound.

The Boston bank clearings of 1899 showed total exchanges of 1,417,257,054*l.*, and a total balance of 141,798,532*l.*: the total sales for the year at the Boston Exchange amounted to 13,267,564 listed shares, and 4,279,777 unlisted shares, also 6,053,222*l.* worth of bonds.

Bankers' sight bills of exchange on London were :-

Month.	Per 1 <i>l.</i> Sterling.			
	From —		To —	
	Dol. c.		Dol. c.	
January .. .. .	4	82½	4	84
April .. .. .	4	84½	4	86
July .. .. .	4	84½	4	86½
October .. .. .	4	81½	4	84
December .. .. .	4	81½	4	83

- n. While the general conditions that have prevailed in the commercial world during the past year have been in the highest degree satisfactory to business men generally, the situation presents some obvious dangers.

Under the stimulus of an extraordinary demand, both at home and abroad, for all classes of manufactured products, a phenomenal expansion has taken place in nearly every branch of industry. The total volume of production has been enormously and progressively increased during the year, and prices of manufactured goods have rapidly risen until they have reached a level considerably above that prevailing during the recent years in which the greatest growth in foreign trade has been secured. The natural effect of the higher prices will be both to limit exports of this class of goods and to stimulate exports.

No signs of a falling-off in the foreign demand are yet apparent. The factories are still taxed to their utmost capacity to supply the demands made upon them, and the imports of crude materials entering into manufacture are increasing rather than diminishing. From all indications now present, the closing year of the 19th century seems destined to continue, possibly to increase, the great commercial record of the year just closed.

Annex A.—TABLE showing the Arrivals of Immigrants at the Port of Boston, for the last Five Years (prepared by Colonel George B. Billings, Commissioner of Immigration at Boston).

Nationality.	Number.				
	1899.	1898.	1897.	1896.	1895.
Ireland .. ..	8,540	5,863	6,489	8,333	10,995
England .. ..	2,768	3,159	3,251	3,246	5,007
Scotland .. ..	551	556	525	741	1,161
Wales .. ..	58	31	16	31	60
Germany .. ..	102	177	128	90	316
France .. ..	30	67	50	42	40
Russia .. ..	454	695	334	377	2,019
Finland .. ..	1,967	454	316	934	479
Poland .. ..	146	243	3	15	34
Switzerland.. ..	4	5	5	4	4
Sweden .. ..	3,433	1,751	1,366	2,088	2,061
Norway .. ..	919	333	339	743	676
Denmark .. ..	366	198	77	43	114
Holland .. ..	12	18	3	5	11
Italy .. ..	32	11	17	24	32
Spain .. ..	6	11	2	9	6
Portugal .. ..	5	1	3	10	12
Hungary .. ..	..	16	23	6	73
Austria .. ..	..	60	56	43	320
Bohemia, and Moravia .. ..	..	..	7	..	5
Galicia-Bukowina ..	142	98	25	10	95
Australia .. ..	1	5	3	2	..
Turkey in Europe ..	1	1	15	22	3
" " Asia .. ..	11	12	4	..	1
Greece .. ..	5	1	3	22	6
Belgium .. ..	18	12	5	..	22
Roumania .. ..	..	1	6	8	19
Mexico .. ..	..	..	..	..	..
West Indies .. ..	123	83	27	33	24
South America .. ..	1	2	..	2	2
Japan .. ..	1	1	4	..	..
Africa .. ..	1	1	12	1	..
All other countries..	131	154	46	78	40
Total arrivals at Boston* ..	19,828	14,020	13,210	16,947	23,637

\* In addition, there arrived at the ports of Massachusetts from the Dominion of Canada, by water during 1899, 25,700 aliens, compared with 13,113 in 1898, 20,834 in 1897, 19,026 in 1896, and 20,806 in 1895.



Annex B.—TABLE showing Vessels Entered from Foreign Countries at the Port of Boston during the Calendar Year 1899.

Nationality.	Sailing.			Steam.			Total.	
	With Cargo.		In Ballast.	With Cargo.		In Ballast.		
	Number of Vessels.	Tons.		Number of Vessels.	Tons.			
American ..	105	43,098	2	1,112	187,577	1	82	231,370
Argentine ..	1	596	..	..	..	..	..	596
Austro-Hungarian ..	..	..	..	..	2,248	..	1	2,248
British..	718	106,449	2	341	1,719,484	29	36,911	1,912,186
Danish..	..	..	..	..	24,353	2	16	37,349
Dutch ..	7	10,488	..	..	..	1	8	12,804
French ..	2	840	..	..	1,333	1	6	2,184
German ..	2	8,457	..	..	66,597	..	22	70,054
Haytian ..	3	370	..	..	..	..	3	370
Italian..	5	5,983	..	..	..	..	5	5,983
Nicaraguan ..	1	296	..	..	..	..	1	296
Norwegian ..	..	..	..	..	..	..	..	..
Total ..	848	170,077	..	1,454	2,107,972	35	1,377	2,373,446

Annex C.—TABLE showing Vessels Cleared for Foreign Countries at the Port of Boston during the Calendar Year 1899.

Nationality.	Sailing.				Steam.				Total.	
	With Cargo.		In Ballast.		With Cargo.		In Ballast.			
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.		
American	52	22,825	144	45,804	80	129,047	30	35,323	306	282,999
British	397	55,004	287	86,571	761	1,599,897	27	33,359	1,472	1,724,831
Dutch ..	..	..	..	..	1	2,116	..	..	1	2,116
French	8	417	..	..	4	1,844	..	..	7	2,261
German	..	..	..	..	6	14,042	..	..	6	14,042
Italian..	2	1,780	..	..	..	..	..	..	2	1,780
Nicaraguan	..	..	1	296	..	..	..	..	1	296
Norwegian	..	..	..	..	25	28,094	34	51,154	59	79,248
Total ..	454	80,026	432	82,671	877	1,775,040	91	119,836	1,864	2,057,573

BOSTON.

*Direct Trade in British Vessels from and to Great Britain and British Colonies.*

*Indirect or Carrying Trade in British Vessels from and to other Countries.*

**Checked.**

Countries whence Arrived.	Number of Vessels.		Tonnage.		Number of Crews.	Value of Cargo.
	With Cargo.	In Ballast.	Total.	In Ballast.		
Argentina Republic	6	...	6	2,425	69	\$ 8,438
Austria-Hungary	1	...	1	1,893	26	1,893
Belgium	37	...	37	61,610	911	61,610
Brazil	3	...	3	2,768	64	2,768
Chile	3	...	3	5,376	72	5,376
Colombia	3	...	3	8,807	166	11,909
Germany	3	...	3	2,102	...	2,102
Greece	2	...	2	1,282	31	1,282
Iceland	7	...	7	10,417	196	12,339
Italy	1	...	1	1,822	...	1,822
Japan	12	...	12	19,010	292	19,010
Netherlands	31	...	31	55,344	784	55,344
Norway	6	...	6	14,322	190	14,322
Peru	1	...	1	1,548	29	1,548
Puerto Rico	1	...	1	544	18	544
Spain and colonies	4	...	4	7,062	107	7,062
United States of America	20	14	34	16,270	424	23,231
Uruguay	1	...	1	518	9	518
Total	137	16	143	212,190	3,361	223,064

Annex E.—TABLE showing Steamship Sailings from Boston to European Ports during the Year 1899.

Month.	To—										Total Sailings.
	Liverpool.	London.	Glasgow.	Hull.	Bristol.	Antwerp via Baltimore.	Hamburg.	Manchester.	Rotterdam.	Other Ports.	
January ..	19	6	2	2	3	1	1	1	..	2	37
February ..	20	5	2	2	2	1	..	1	..	3	36
March ..	19	7	3	1	3	3	..	1	..	4	41
April.. ..	17	6	2	2	2	1	1	..	..	3	34
May ..	18	6	2	2	..	3	3	..	1	3	38
June ..	16	4	2	2	2	3	1	..	..	1	31
July ..	18	6	3	2	2	3	..	..	..	4	37
August ..	19	5	3	2	1	2	..	..	..	3	35
September ..	16	6	3	2	2	3	2	..	..	1	34
October ..	16	6	3	2	1	1	..	..	..	2	30
November ..	13	6	2	1	2	2	..	..	1	4	31
December ..	10	5	2	2	1	2	..	..	1	4	27
Total, 1899 ..	201	68	27	22	21	24	8	3	3	34	411
" 1898 ..	204	84	26	21	24	25	10	1	..	14	409
" 1897 ..	203	90	30	23	1	27	..	..	..	15	388
" 1896 ..	199	82	28	20	..	23	2	1	..	6	361
" 1895 ..	183	62	29	21	5	19	4	..	..	8	326

Annex F.—FREIGHT Rates from Boston to Liverpool during the Year 1899.

BOSTON.

Months.	Grain.	Provisions.	Flour.	Cotton.	Cattle.	Apples.	Leather.				Hay.								
							Per Bushel.	Per Ton.	Per Ton.	Per Lb.		Per Head.	Per Barrel.	Finished.			Per Ton.	Per Ton.	Per Ton.
														Per Ton.	Sole.	Scrap.			
January	4. d. 2 to 4	12 6 to 20 0	8 0 to 15 0	1½ to 1¾	20 0	1 6 to 1 9	17 6 to 20 0	22 6	23 0	14 0 to 16 3									
February	1½ 3	5 0 12 6	7 6 12 6	1½ 3	20 0	1 6	12 6 15 0	15 0 to 17 6	18 3 to 20 0	12 6 17 6									
March	1 1½	5 3 6 3	5 0 10 0	1½ 1¾	25 0 to 30 0	1 6	10 0 12 6	12 6	20 0	10 0 16 0									
April	1 1½	6 3	5 0 11 3	1½ 1¾	25 0	1 6	12 6 11 3	16 0	20 0	8 0 15 0									
May	1 1½	6 3	5 0 10 0	1½ 1¾	25 0	...	12 6	15 0	16 0	8 0 15 0									
June	1½ 3	6 3 7 6	5 3 6 0	1½ 1¾	25 0	...	12 6	15 0	16 0	8 0 10 0									
July	1½ 3	6 3 8 9	5 0 6 9	1½ 1¾	25 0	...	12 6	15 0	16 0	8 0 11 3									
August	1½ 2	6 0 12 6	6 0 7 6	1½ 1¾	25 0	...	12 6 16 0	16 0	15 0	17 6 3 0 11 3									
September	1½ 2½	12 6 8 9	10 0 1½	1½ 1¾	*30 0	...	15 0 16 0	20 0	17 6	3 0 11 3									
October	2½ 3	12 6 15 0	10 0 11 3	1½ 1¾	20 0	$\left\{ \begin{smallmatrix} 1\ 6 \\ 1\ 9 \end{smallmatrix} \right\}$	15 0 20 0	20 0	25 0	8 0 15 0									
November	2½ 2½	17 6 20 0	10 0	1½	$\left\{ \begin{smallmatrix} 20\ 0 \\ 37\ 0 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 1\ 6 \\ 1\ 9 \end{smallmatrix} \right\}$	20 0	25 0	30 0	13 9 22 6									
December	2½ 2½	12 6 15 0	10 0 13 9	...	27 6 40 0	1 6	20 0	25 0	30 0	25 0 27 6									

Annex G.—TABLE showing the Principal Articles of Export from Boston, and the Quantities Exported during the Year ended December 31, 1899, compared with 1898.

Articles.				Quantity.	
				1899.	1898.
Flour .. .. .	Barrels ..			133,970	149,026
" .. .. .	Sacks.. ..			2,092,371	2,124,059
Wheat .. .. .	Bushels ..			12,931,292	13,021,229
Corn .. .. .	" .. .. .			17,438,813	11,799,265
Oats .. .. .	" .. .. .			5,241,877	8,720,931
Peas .. .. .	" .. .. .			4,808	86,780
Barley .. .. .	" .. .. .			1,503,052	64,968
Rye .. .. .	" .. .. .			53,949	266,925
Oatmeal.. .. .	Barrels ..			48,806	53,633
" .. .. .	Sacks.. ..			71,247	137,398
Flax seed .. .. .	Bushels ..			475,092	..
Buckwheat .. .. .	" .. .. .			700	18,462
Corn meal .. .. .	Barrels ..			38,857	54,734
Mill feed .. .. .	Tons .. ..			5,637	2,542
Hay .. .. .	Bales.. ..			524,461	245,338
Cattle .. .. .	Head.. ..			124,290	134,838
Sheep .. .. .	" .. .. .			64,294	75,569
Horses .. .. .	Number ..			5,748	3,173
Fresh beef .. .. .	Quarters ..			677,807	599,647
" .. .. .	Rounds ..			4,863	7,418
Pork .. .. .	Barrels ..			15,830	19,289
" .. .. .	Tierces ..			13,895	14,366
Bacon .. .. .	Boxes.. ..			571,344	600,637
Lard .. .. .	Lbs. .. ..			127,847,625	121,448,598
Hams .. .. .	Barrels ..			921	1,556
" .. .. .	Tierces ..			1,191	1,446
Dressed hogs .. .. .	Carcases ..			44,408	70,340
Beef .. .. .	Barrels ..			12,153	14,645
" .. .. .	Tierces ..			792	7,374
Tallow .. .. .	Barrels ..			8,386	14,735
" .. .. .	Tierces ..			24,382	34,425
Grease .. .. .	Barrels ..			8,881	12,137
" .. .. .	Tierces ..			8,939	1,389
Oilcake .. .. .	Sacks.. ..			58,459	63,487
Butter .. .. .	Lbs. .. ..			3,051,710	1,574,682
Cheese .. .. .	" .. .. .			14,548,568	10,890,797
Oleo oil .. .. .	" .. .. .			4,082,754	3,483,281
Apples .. .. .	Barrels ..			225,035	222,254
Petroleum .. .. .	Cases.. ..			59,388	51,457
" .. .. .	Barrels ..			4,783	6,866
Leather .. .. .	Rolls .. ..			151,338	144,342
" .. .. .	Bales.. ..			56,968	61,620
" .. .. .	Bags .. ..			70,986	57,201
" .. .. .	Bundles ..			5,646	8,383
" .. .. .	Barrels ..			944	554
" .. .. .	Cases.. ..			10,072	7,242
" .. .. .	Packages ..			2,415	1,416
Staves .. .. .	Pieces .. ..			578,842	433,685
Glucose .. .. .	Barrels ..			28,050	25,068
Grape sugar .. .. .	Bags .. ..			105,320	89,440
Steel billets .. .. .	Tons .. ..			9,608	..
" rails .. .. .	" .. .. .			6,171	..
Pig-iron.. .. .	" .. .. .			2,214	..
Wool .. .. .	Lbs. .. ..			13,532,100	2,161,294

**Annex H.—TABLE showing Values of Imports Received at the Port of Boston, from Foreign Countries, during the Year ending December 31, 1899.**

						Value.
						£
<b>IMPORTS.</b>						
Free ..	..	..	..	..	..	5,115,561
Dutiable ..	..	..	..	..	..	7,570,054
Total ..	..	..	..	..	..	12,685,615
<b>IMPORTS OF GOLD AND SILVER COIN AND BULLION.</b>						
Foreign gold coin ..	..	..	..	..	..	4,866
American " ..	..	..	..	..	..	1 168
Foreign silver coin ..	..	..	..	..	..	195
Foreign gold bullion ..	..	..	..	..	..	22,981

**Annex I.—TABLE showing the Value of Exports at the Port of Boston during the Year ending December 31, 1899.**

						Value.
						£
<b>EXPORTS.</b>						
Domestic ..	..	..	..	..	..	24,937,617
Foreign ..	..	..	..	..	..	494,952
Total ..	..	..	..	..	..	25,432,569
<b>EXPORTS OF GOLD AND SILVER COIN AND BULLION.</b>						
Domestic exports—						
Foreign gold coin ..	..	..	..	..	..	400
American gold coin ..	..	..	..	..	..	400
" silver coin ..	..	..	..	..	..	2,060
Foreign " ..	..	..	..	..	..	2,000
Foreign exports—						
Gold bullion ..	..	..	..	..	..	1,258

Annex J.—TABLE showing the Value of the Exports and Imports at Boston, by Countries, during the Year ending December 31, 1899.

Country.	Exports (Foreign and Domestic).	Imports.	Total Exports and Imports.
	Dollars.	Dollars.	Dollars.
England.. ..	109,310,524	18,352,980	127,663,504
Germany .. ..	8,170,519	4,558,335	7,728,854
Dutch East Indies .. ..	..	6,732,244	6,732,244
Scotland.. ..	4,465,427	1,945,882	6,411,309
Egypt .. ..	9,380	4,861,258	4,870,638
British East Indies .. ..	148,991	4,027,035	4,176,026
France .. ..	17,879	3,728,347	3,745,726
Nova Scotia .. ..	1,896,775	1,830,332	3,727,107
Belgium.. ..	1,148,838	1,506,337	2,655,175
Argentine Republic .. ..	278,296	1,912,031	2,190,327
Mexico .. ..	82,012	2,049,405	2,081,417
Netherlands .. ..	1,383,588	673,301	2,056,889
Cuba .. ..	6,692	2,002,590	2,009,282
British Africa .. ..	1,404,895	82,906	1,487,801
Sweden and Norway .. ..	981,343	540,406	1,471,749
British West Indies .. ..	75,182	1,124,839	1,200,021
Ireland .. ..	534,875	635,138	1,170,013
Russia on Baltic Sea .. ..	453,871	687,021	1,140,892
Philippine islands .. ..	..	1,080,461	1,080,461
Italy .. ..	193,060	887,097	1,080,157
British Australasia .. ..	68,549	517,160	585,709
Turkey in Europe .. ..	55,620	522,565	578,185
Newfoundland .. ..	369,017	38,536	407,553
Denmark .. ..	280,832	149,315	430,147
Quebec, Ontario, &c. .. ..	262,784	76,873	339,657
Turkey in Asia.. ..	93,887	228,701	322,588
Nicaragua .. ..	6,537	307,361	313,898
Spain .. ..	23,895	287,482	311,377
Switzerland .. ..	7,107	269,100	276,207
Puerto Rico .. ..	13,112	256,450	269,562
Hong-Kong .. ..	..	235,740	235,740
Austria-Hungary .. ..	43,860	162,901	206,761
Miquelon I., &c. .. ..	156,492	47,054	203,546
China .. ..	..	166,251	166,251
Uruguay .. ..	11,262	130,230	141,492
Japan .. ..	..	131,361	131,361
Hayti .. ..	71,280	57,486	128,766
French Africa .. ..	71,202	37,037	108,259
Chile .. ..	..	101,876	101,876
Aden .. ..	..	96,077	96,077
Peru .. ..	..	94,379	94,379
San Domingo .. ..	16,075	60,690	76,765
Africa (all others) .. ..	..	75,891	75,891
Malta, &c. .. ..	60,083	..	60,083
Russia on Black Sea .. ..	..	35,435	35,435
Gibraltar .. ..	38,762	..	38,762
Portugal .. ..	1,476	31,903	33,379
Dutch Guiana .. ..	..	28,274	28,274
All others .. ..	49,364	63,983	113,347
Total .. ..	127,162,843	63,428,076	190,590,919
	£	£	£
Equivalent in sterling	25,432,569	12,685,615	38,118,184



Annex K.—TABLE showing the Value of Articles of Import at Boston, in Detail, for the Year ending December 31, 1899.

Articles.	Value of Imports (Free and Dutiable).
	Dollars.
Sugar and molasses .. .. .	10,932,236
Hides and skins.. .. .	7,249,569
Wool .. .. .	4,966,988
" manufactures of .. .. .	761,135
Cotton .. .. .	4,963,714
" manufactures of .. .. .	1,132,296
Fibres and vegetable grasses .. .. .	3,926,242
Chemicals, drugs, and dyes .. .. .	3,691,477
Iron, and manufactures of .. .. .	2,702,380
Leather .. .. .	2,590,072
" manufactures of .. .. .	469,049
Hemp and flax .. .. .	2,032,722
Fruits .. .. .	1,564,577
Household effects .. .. .	1,356,162
Indiarubber, &c. .. .. .	1,351,396
Fish .. .. .	1,299,252
Wood, and manufactures of .. .. .	1,294,256
Paper stock, crude .. .. .	1,288,752
Tin, in bars .. .. .	739,086
Glass and glassware .. .. .	596,279
China, &c. .. .. .	579,945
Oils, vegetable .. .. .	512,461
" mineral and animal .. .. .	82,858
Antimony .. .. .	498,333
Wines .. .. .	424,328
Silk, and manufactures of .. .. .	391,106
Articles free of duty, A.O. .. .. .	348,607
Tobacco, and manufactures of .. .. .	284,834
Coal-tar .. .. .	273,766
Coal .. .. .	268,675
Bristles .. .. .	259,844
Books, &c. .. .. .	254,333
Clay and earthen .. .. .	242,324
Malt liquors .. .. .	234,216
Hair, and manufactures of .. .. .	234,181
Spirits, distilled .. .. .	215,470
Nuts .. .. .	200,045
Metals .. .. .	176,056
Groses .. .. .	175,723
Toys .. .. .	152,792
Tea .. .. .	152,250
Clocks and watches .. .. .	145,786
Vegetables .. .. .	142,159
Coffee .. .. .	127,653
Ivory .. .. .	124,820
Paper, and manufactures of .. .. .	116,618
Cement .. .. .	113,325
Breadstuffs .. .. .	107,873
Paints .. .. .	101,091
Cocoa .. .. .	99,679
Salt .. .. .	88,183
Furs and skins .. .. .	73,320
Art works .. .. .	66,245
Musical instruments .. .. .	54,408
Jewellery .. .. .	53,375
Provisions and dairy produce .. .. .	53,647
Seeds .. .. .	51,842



Annex L.—TABLE showing the Value of Articles of Export  
(Foreign and Domestic) from Boston, in Detail, for the Year  
ending December 31, 1899.

Articles.	Value of Exports (Foreign and Domestic).	
	Dollars.	
Meat products, hog .. .. .	37,142,595	
"    beef .. .. .	12,737,072	
Breadstuffs .. .. .	26,266,069	
Animals .. .. .	10,235,970	
Leather .. .. .	10,235,348	
"    manufactures of .. .. .	430,608	
Cotton .. .. .	8,088,779	
"    manufactures of .. .. .	885,380	
Iron and manufactures of .. .. .	4,122,472	
Wood .. .. .	2,528,441	
Wool .. .. .	2,159,967	
"    and manufactures of .. .. .	72,680	
Spirits .. .. .	1,039,921	
Dairy products .. .. .	823,531	
Tobacco and manufactures of .. .. .	742,174	
Poultry and game .. .. .	734,288	
Paper and manufactures of .. .. .	702,887	
Seeds .. .. .	660,761	
Agricultural implements .. .. .	610,933	
Chemicals, drugs and dyes .. .. .	601,938	
Glucose and grape sugar .. .. .	512,477	
Medical instruments .. .. .	398,733	
Copper and manufactures of .. .. .	365,631	
Fruit .. .. .	358,456	
Oils, animal and mineral .. .. .	328,761	
"    vegetable .. .. .	214,185	
Furs and skins .. .. .	253,995	
Bags and twine .. .. .	254,068	
Grease .. .. .	245,709	
Sugar and molasses .. .. .	241,179	
Indiarubber, manufactures of .. .. .	184,687	
"    " .. .. .	22,831	
Hay .. .. .	167,979	
Stove polish, &c. .. .. .	166,540	
Books, &c. .. .. .	151,864	
Fish .. .. .	149,407	
Cycles and parts .. .. .	145,150	
Carriages, steam and railroad .. .. .	143,631	
Starch .. .. .	138,275	
Brass .. .. .	128,906	
Hops .. .. .	126,097	
Hides and skins .. .. .	113,926	
Marble, unmanufactured .. .. .	73,025	
Canned pork .. .. .	68,941	
Paints .. .. .	61,101	
Bones, &c. .. .. .	56,513	
Art works .. .. .	51,947	
Clider .. .. .	51,623	
Naval stores .. .. .	47,373	
Lamps .. .. .	46,340	
Vegetable greases .. .. .	42,680	
Tin and manufactures of .. .. .	40,111	
Hair .. .. .	36,123	
Glue .. .. .	31,777	
Instruments .. .. .	27,225	

TABLE showing the Value of Articles of Export (Foreign and Domestic) from Boston, in Detail, for the Year ending December 31, 1899—continued.

Articles.					Value of Exports (Foreign and Domestic).
					Dollars.
Clocks and watches	..	.	..	..	25,773
Bark	..	..	..	..	25,669
Toys	..	..	..	..	23,368
Ink	..	..	..	..	23,044
Vegetables	..	..	..	..	20,505
Glass and glassware	..	..	..	..	16,432
Laundry machinery	..	..	..	..	16,222
Beeswax	..	..	..	..	15,401
Stationery	..	..	..	..	13,411
Eggs	..	..	..	..	11,567
Coal and coke	..	..	..	..	11,536
Silk and manufactures of	..	..	..	..	10,430
Malt liquors	..	..	..	..	8,849
Wax	..	..	..	..	8,337
Lead and manufactures of	..	..	..	..	6,729
Brooms	..	..	..	..	6,545
Feathers	..	..	..	..	6,185
Jewellery	..	..	..	..	5,791
Nuts	..	..	..	..	5,789
Sailing vessels	..	..	..	..	5,300
Coffee	..	..	..	..	5,008
Gunpowder, &c.	..	..	..	..	4,759
Sugar cane	..	..	..	..	4,263
Ice	..	..	..	..	3,996
Plated ware	..	..	..	..	3,887
Bagging	..	..	..	..	3,385
Gums	..	..	..	..	2,924
Trunks	..	..	..	..	2,861
Stone and chinaware	..	..	..	..	2,772
Celluloid, &c.	..	..	..	..	2,748
Coal tar, &c.	..	..	..	..	2,047
Soap	..	..	..	..	1,970
Bricks	..	..	..	..	1,924
Salt	..	..	..	..	1,546
All others	..	..	..	..	575,857
Total	..	..	..	..	127,162,843
					£
Equivalent in sterling	..	..	..	..	25,432,569

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DIPLOMATIC AND CONSULAR REPORTS.

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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE HAWAIIAN  
ISLANDS.

---

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2205.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
JULY, 1900.*

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No. 2492.

Annual Series.

Reference to previous Report, Annual Series No. 2205.

*Report on the Trade and Commerce of the Hawaiian Islands  
for the Year 1899*

By MR. CONSUL HOARE.

(Received at Foreign Office, July 10, 1900.)

The import and export trade of the islands in 1899 was characterised by a large increase in both branches of trade the two combined showing the highest total yet attained.

The total commerce amounted to 8,337,669*l.*, being an increase over 1898 of 2,538,146*l.*, or 44 per cent. :—

Foreign  
commerce.  
General trade  
large increase

IMPORTS.

Year.						Value.
						£
1899	..	..	..	..	..	3,811,921
1898	..	..	..	..	..	2,330,178
Increase in 1899						1,481,743

EXPORTS.

Year.						Value.
						£
1899	..	..	..	..	..	4,525,748
1898	..	..	..	..	..	3,469,345
Increase in 1899						1,056,403

the balance of trade for 1899 in favour of the islands being 713,827*l.*

The percentage of imports from the United States has continued to increase; last year it was 78·80 per cent. of the whole trade. The British Empire contributed 11·25 per cent., and other countries the remainder.

There was a diminution in the receipts of coal during the year owing to the large stock which had been left over from the



previous year, but in almost every other article an increase is observable, notably in machinery, hardware, lumber, fertilisers, building materials, clothing, boots and shoes, hats, and groceries and provisions. (See Annex A.)

**Exports.**

The shipments of sugar were largely increased last year, being 4,379,638*l.*, as compared with 3,332,924*l.* in the preceding year. They amounted to nearly 97 per cent. of the whole exports.

All the sugar went to the United States, that is to say, over 3,700,000*l.* worth to the Pacific Coast, and a little over 600,000*l.* worth to Atlantic ports.

The export of rice has largely fallen off during the last three years owing to the increasing demand for home consumption. In 1897 it was 46,525*l.*; in 1898, 29,855*l.*; and in 1899, only 8,516*l.* Coffee shipments were larger by 3,280*l.*, the total export being 26,469*l.*, of which about 22,500*l.* worth was sent to the United States, and about 4,000*l.* worth to Australia and New Zealand. Hides and tallow fell off 5,000*l.* Of fruits, about 3,600*l.* more was shipped last year; while the export of honey was trebled, being about 2,000*l.* in value. Rather more than half of this went to Australia and New Zealand, either for the colonies themselves, or for transshipment to the United Kingdom, and the rest to the United States. The number of apiaries in the island of Oahu is increasing, and special attention is being given to this minor industry.

**British trade.  
Imports,  
increase in.**

British imports showed an increase during the year 1899, compared with 1898, of 97,386*l.* Their total value in 1899 was 354,931*l.*, and in 1898, 257,545*l.* The articles contributing principally to the increase were building and railroad materials, cement, roofing iron, machinery, crockery and glassware, hardware, oils and paints, and bags.

**Exports.**

There were no exports direct from the islands last year to the United Kingdom; those to Australia, New Zealand, and Canada, together amounted to 11,380*l.* The exports to the two first mentioned colonies consisted mainly of coffee, wool, and honey, the value of the coffee being 3,840*l.*; wool, 1,680*l.*; and honey, 1,140.

As has been heretofore observed, British manufacturers have been under serious disadvantages, as compared with American, in their trade with these islands by reason of distance, heavy freight charges, and a tariff varying from 10 to 25 per cent., whereas most American goods have been admitted duty free under the Reciprocity Agreement between Hawaii and the United States. Notwithstanding, however, these disadvantages, a certain and not unsatisfactory amount of British trade has been done.

**Hawaiian  
Islands now a  
United States  
territory.**

But a new state of things has now arisen which will still further interfere with British imports. On June 14, 1900, the Hawaiian Islands, in conformity with the Act of Congress approved by the President of the United States on April 30 last, became a Territory of the United States, to be known as the Territory of Hawaii, and with the advent of the United States Tariff and Navigation Laws, which took effect here on that date, the

conditions of foreign commerce with the islands will undergo a material change in favour of American merchandise and shipping, and as regards the latter, foreign vessels will no longer be able to carry passengers or freight between the islands and other United States ports. The Coasting Laws being now extended to Hawaii the trade will now be carried on solely in American vessels. In this connection, however, it is understood that the United States Treasury Department has ruled that the ships of the Pacific Mail Company, the Toyo Kisen Kaisha, and the Occidental and Oriental Company can leave passengers here to be taken on by following vessels of the same lines. This it is considered will not be interfering with the coasting business, as the tickets held by such passengers will be "lay-over" tickets, and will be bought from the United States to a foreign port or vice versa.

United States  
tariff and  
navigation  
laws take  
effect here.  
Coasting  
trade: foreign  
vessels  
excluded.

Since the passage of the Newlands Act, approved July 7, 1898, annexing the Hawaiian Islands to the United States there has been a period of transition. It was not known for certain whether the islands would be admitted as a territory, or whether they would have to go through a period of colonial probation, in which case the possibility of a duty being laid upon Hawaiian sugar would have affected the prosperity of the islands. But now that the Territorial Act has passed and is in operation, all these matters of doubt have been set at rest.

Section 98 of the new Act provides:—

"That all vessels carrying Hawaiian registers on August 12, 1898, and which were owned *bona fide* by citizens of the United States, or the citizens of Hawaii, together with the following named vessels claiming Hawaiian register 'Star of France,' 'Euterpe,' 'Star of Russia,' 'Falls of Clyde,' and 'Willsott,' shall be entitled to be registered as American vessels, with the benefits and privileges appertaining thereto, and the coasting trade between the islands aforesaid and any other portion of the United States, shall be regulated in accordance with the provisions of law applicable to such trade between any two great coasting districts."

American  
registers for  
Hawaiian  
vessels.

The total number of vessels entered from American and foreign ports during the year was 656, aggregating 786,842 tons, being an increase over 1898 of 175 vessels and 217,210 tons.

Shipping.

Besides the above, 113 United States army and navy vessels arrived at this port in 1899, going to or coming from the Philippines.

The value of the trade for the years 1899 and 1898 carried by vessels of the different nationalities was as follows, the great bulk of the trade being done, as will be seen, in American vessels:—

## HAWAIIAN ISLANDS

Nationality.	1899.		1898.	
	Imports.	Exports.	Imports.	Exports.
	£	£	£	£
American .. ..	2,865,112	3,589,930	1,405,605	2,627,939
British .. ..	714,059	53,447	493,223	126,719
Hawaiian .. ..	408,556	734,715	309,670	602,870
German .. ..	90,187	118,221	107,195	88,760
All others .. ..	234,067	29,435	14,485	23,057
Total .. ..	3,811,921	4,525,748	2,330,178	3,469,345

Sugar  
production.

The production of sugar, the main industry in these islands has nearly doubled in the last five years. In 1894-95 it was 153,149 tons; in 1898-99 it was 282,807 tons.

The quantity produced in each of the islands during 1898-99, and 1897-98 was as follows:—

Islands.	Quantity.	
	1898-99.	1897-98.
	Tons.	Tons.
Hawaii .. ..	117,239	91,606
Maui .. ..	54,389	45,033
Oahu .. ..	45,820	34,181
Kauai .. ..	65,359	58,594
Total .. ..	282,807	229,414

The falling-off of the crops of 1897-98 (less by about 22,000 tons than in the preceding year) was wholly due to the drought which prevailed throughout the year. The crop of 1898-99, although giving the largest yield per acre on record in these islands, also showed the effect of the drought of the previous year.

The number of plantations on the islands is 51. The largest plantations are the Ewa Plantation Company in Oahu, production last year 23,334 tons; the Hawaiian Commercial and Sugar Company, and Pioneer Mill Company, Maui, production 16,621 and 10,589 tons respectively; the Hawaiian Agricultural Company, and the Honokaa Sugar Company, Hawaii, production 12,157 and 9,111 tons respectively; and the Lihue Plantation Company, Kauai, production 14,350 and 13,333 tons respectively.

The total number of labourers of all nationalities on the plantations on December 31, 1899, was about 40,500, consisting of 30,000 Japanese, 6,000 Chinese, 2,150 Portuguese, 1,300 Hawaiians, and the remainder of other nationalities. The number under contract was 20,640, but the new Hawaiian Territorial Act

puts an end to all such contracts made since the annexation of the islands to the United States.

Section 10 of the Act states that:—

“All contracts made since August 12, 1898, by which persons are held for service for a definite term, are hereby declared null and void and terminated, and no law shall be passed to enforce such contracts in any way, and it shall be the duty of the United States Marshal to at once notify such persons so held of the termination of their contracts.”

Labour contracts on the Islands abolished.

It is difficult to obtain precise statistics of the coffee crop of 1899. Reports received from many of the planters state that the crop of 1899 was one of the largest on record, but that many of them have been unable to sell at a profit owing to the low prices caused by over-production in Brazil. Several of the plantations have it seems been abandoned, and sugar and other industries started instead.

Coffee: low prices realised.

There is a very large consumption of fertilisers on the sugar plantations, and though the output of the local factories has materially increased, it has been wholly insufficient to meet the demand. Last year from Chile alone irrespective of imports from America and European countries, nitrates to the value of 44,500*l*. were imported, and the importations are likely to increase.

Fertilisers: increased importation.

The general features of the dry goods trade in the islands have presented no material change. Business during the year was good, showing a substantial increase in volume over preceding years, and this was no doubt largely due to the general prosperity of the islands, occasioned by large sugar crops and high prices of raw sugar throughout the year.

Dry goods trade.

The trade in staple cotton goods, which are extensively used here, such as denims, cheap shirtings, Oxfords, white and grey calicoes, prints, &c., has more than ever found its way into the hands of the manufacturers of the eastern States of the United States, the only goods imported from the United Kingdom in the past year in excess of previous years being fine grade muslins and lawns and Balbriggan underwear for both sexes.

In British woollen blankets of low and medium grade a fair business has been done. As regards cotton blankets the American article is admittedly superior to the British, and is much cheaper.

The attractive and cheap way in which American goods are put up in boxes, and to which attention is again called, is far in advance of British methods. It is certainly not an unimportant factor in selling goods in this market, and it would be well if British manufacturers would bear this in mind, for I am told they have undoubtedly lost trade by their backwardness in this regard.

Under present conditions a falling-off in direct importations from the United Kingdom to these islands may be expected. Up to the present time vessels coming from the United Kingdom have been loaded principally with hardware, machinery, and such goods, and in a vessel carrying, say, 1,500 to 1,800 tons of merchandise there would not average more than 100 tons of groceries and provisions.

Groceries and provisions.

Without the importations of hardware, &c., groceries and provisions could not be imported direct, as it would not be possible with the present trade requirements to make up a full cargo for even a small vessel. Heretofore, under the Reciprocal Treaty with the United States, hardware from that country has been admitted free of duty, all other countries paying a duty of 10 per cent. under the Hawaiian tariff. The United States tariff will be nearly prohibitive against hardware, &c., so that when these importations stop, groceries, with very few exceptions, can only be imported via San Francisco, the expenses of which would be at least 50 per cent. higher than the present rate direct. These charges, added to the extra duty under the United States tariff, will make the bulk of the staple articles of provisions out of reach of the poorer classes, who have heretofore been large consumers of British products.

**Proposed  
United States  
Pacific cable.**

Bills are now before the Houses of Congress for the construction of a cable to Honolulu and the Philippines, but as yet nothing definite has been done in the matter.

**Wireless  
telegraphy  
between the  
Islands.**

The Marconi system of wireless telegraphy is now being installed on these islands, which if successful, as the experts predict it will be, will provide a much needed means of quick communication between the islands for planters, merchants, and others interested.

**Population.**

In 1896 the population of the islands according to the census then taken was 109,020 (72,517 males and 36,503 females). Of the total, 31,019 were natives, 8,485 half-castes, 21,616 Chinese, 24,407 Japanese, 15,191 Portuguese, 3,086 Americans, 2,250 British, 1,432 Germans, 378 Norwegians, 101 French, 475 Polynesians, and 580 of other nationalities. In 1898 the population was estimated at 117,281.

**New census  
being taken.**

Another census is now being taken, but it is not yet completed, and the results will not be known for some time.

**New  
steamship  
line.**

A new line of steamers is about to be established under the name of "the American-Hawaiian Steamship Company" for direct service between New York, San Francisco, and the Hawaiian Islands. The first steamer will be despatched on or about August 1 next, to be followed by one every other month.

**Bubonic  
plague in  
Islands.**

Bubonic plague made its appearance in Honolulu on December 12 last, and later on some cases occurred in Hilo, Hawaii, and at Kahului, Maui. Altogether there were 71 cases, of which 61 were fatal, and the majority of these were Chinese.

At the outset a very rigid quarantine was established, which was not raised until April 30 following, a month after the last case was reported. On the Island of Oahu, owing to the drastic measures adopted, the plague was confined to Honolulu, and the sugar plantations, located from 10 to 70 miles from the city, remained free from contact with it.

The shipping and general business of the port were seriously affected by this visitation, and trade and travel between the islands was practically suspended. In Honolulu the buildings where the plague had found lodgment were burned in the hope of destroying

the germs of the disease, and if the destruction had been confined to these, the loss of property would have been far less serious than that which was subsequently caused accidentally.

On January 20, while some buildings in the "Kaumakapili Block" were being burned by order of the Government, a high and changing wind suddenly sprang up which spread the flames to adjacent blocks to such an extent that the fire got wholly beyond control, and by nightfall a clean sweep had been made over an area of some 60 acres to the water front, including "Chinatown," the principally infected quarter, which was entirely consumed. Happily, however, no loss of life occurred, but about 2,000 Chinese, 1,100 Japanese, and 1,000 Hawaiians were rendered homeless and destitute. Everything possible was done to meet the emergency, and all were promptly sheltered and cared for by the city authorities, and the people acting in conjunction with them not only for the time being, but for a considerable period afterwards. There were some British sufferers by this fire, but not very many.

Annex A.—RETURN of the Principal Articles of Import into the Hawaiian Islands during the Years 1899-98.

Articles.	Value.	
	1899.	1898.
	£	£
Animals .. .. .	46,884	25,059
Building material .. .. .	109,435	63,665
Clothing, boots and hats .. .. .	127,965	95,022
Coal and coke. . . . .	68,657	121,743
Crockery and glassware .. .. .	20,105	18,919
Carriages and wagons .. .. .	44,062	28,885
Drugs and surgical instruments .. .. .	23,789	17,029
Dry goods .. .. .	185,142	174,468
Fertilisers .. .. .	191,472	61,680
Grain and feed .. .. .	117,872	88,386
Groceries and provisions .. .. .	309,590	210,040
Hardware, iron, and steel .. .. .	245,963	118,740
Household furniture .. .. .	47,108	32,268
Jewellery, clocks, &c. .. .. .	12,085	7,885
Lumber .. .. .	126,179	70,806
Leather .. .. .	12,121	7,794
Machinery .. .. .	417,885	171,826
Naval stores .. .. .	28,125	14,852
Paints, oils, &c. .. .. .	58,965	35,987
Railroad material .. .. .	56,465	36,334
Shooks and bags .. .. .	81,186	58,639
Stationery and books. . . . .	32,966	22,806
Tobacco and cigars .. .. .	67,072	52,695
Wine and spirits .. .. .	87,166	63,490
Sundry merchandise .. .. .	696,262	480,246
Specie .. .. .	598,005	256,415
Total .. .. .	3 811,921	2,330,178

## Annex B.—RETURN of the Principal Articles of Export from the Hawaiian Islands during the Years 1899-98.

Articles.	Value.	
	1899.	1898.
	£	£
Sugar .. .. .	4,379,638	3,322,924
Rice.. .. .	8,516	29,855
Coffee .. .. .	26,469	23,188
Bananas .. .. .	16,853	13,316
Pineapples .. .. .	2,926	2,897
Hides and tallow .. .. .	20,892	25,907
Honey .. .. .	1,989	663
Specie .. .. .	31,531	27,684
Sundries .. .. .	7,692	2,355
Foreign manufactures .. .. .	29,242	20,556
Total .. .. .	4,525,748	3,469,345

## Annex C.—TABLE showing Total Value of all Articles Exported from and Imported into the Hawaiian Islands during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
United States (including specie)	4,503,552	3,451,217	3,004,166	1,739,118
United Kingdom.. .. .	..	..	354,931	257,545
Australia and New Zealand .. .. .	7,973	4,371	51,477	39,677
Canada .. .. .	3,418	4,792	22,696	56,676
Germany .. .. .	..	..	76,820	70,408
China .. .. .	10,810	8,965	76,904	65,770
Japan .. .. .			134,680	70,865
Chile .. .. .			44,554	..
France .. .. .	..	..	12,826	8,734
Other countries (including islands of the Pacific) .. .. .	..	..	32,867	21,335
Total .. .. .	4,525,748	3,469,345	3,811,921	2,330,178

NOTE.—Specie imported from the United States in 1899, 119,600£.

Annex D.—TABLE showing the Nationality, Number, and Tonnage of the Vessels Entered and Cleared at all Customs Districts in the Hawaiian Islands during the Year 1899.

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
American .. ..	447	868,168	438	857,031
British .. ..	114	251,663	110	246,843
Hawaiian .. ..	47	51,809	48	56,124
German .. ..	7	10,498	6	8,708
Japanese .. ..	33	99,128	33	98,198
All others .. ..	8	10,576	8	10,576
Total .. ..	656	786,842	643	777,480
„ for the year preceding..	481	569 682	463	551,864



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DIPLOMATIC AND CONSULAR REPORTS.

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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE, COMMERCE, &c., OF THE CONSULAR  
DISTRICT OF SAN FRANCISCO.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2349.

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*Presented to both Houses of Parliament by Command of Her Majesty,*  
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NOTE.—Throughout this report 2,000 lbs. is taken to equal 1 ton, and dollars have been converted into sterling at the rate of 5 dol. to the £.

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*Report on the Trade, Commerce, Agriculture and other Matters of  
Interest of the Consular District of San Francisco for the Year  
1899*

By MR. ACTING CONSUL-GENERAL W. MOORE.

(Received at Foreign Office, July 16, 1900.)

The general condition of the State of California in 1899 showed distinct signs of recovery from the effects of the severe droughts of the two previous years. The wheat crop was up to the average, and although prices declined the returns to the farmers were probably three times as large as those of 1898. The fruit crop was satisfactory both as to size and the prices obtained with the exception of prunes which were unprofitable. Introductory remarks.

One of the most important movements affecting agriculture is the spread of co-operation among farmers, and another subject which has occupied the public mind during the past year is the question of irrigation. An association for the storage of water has been formed and is likely to become an important factor in the development of the State.

The record of business done in San Francisco made a fairly satisfactory display during the year under review. Exports exhibited a gain of 865,135 $\frac{1}{2}$ l., largely accounted for by the increased movements of barley and treasure. Imports of merchandise show a gain of 1,922,960 $\frac{1}{2}$ l., the principal items of increase being raw silk and foodstuffs. The total imports exhibit a decrease of 2,122,016 $\frac{1}{2}$ l., which is accounted for by the heavy falling-off in the movements of treasure. The imports of manufactured articles from Europe, and particularly from Great Britain, appear to be steadily declining. Many articles that were formerly supplied by British manufacturers are now made in this country and some merchants conversant with the trade express the opinion that it is only a question of time when all the requirements of this coast will be supplied from domestic sources. The bank clearings were the largest on record and show an increase of over 31,000,000 $\frac{1}{2}$ l. as compared with 1898. The discoveries of gold at Cape Nome, Alaska, will undoubtedly prove of great benefit to the shipping and commercial interests of this port as a large part of the supplies and machinery required will be drawn

from here. The development of the oil business has attracted much attention and strong hopes are entertained that it will satisfy one of the great needs of the State by providing a plentiful supply of cheap fuel.

The rapidly increasing trade with the Far East and the newly acquired possessions in the Pacific, combined with the favourable features mentioned above and the opening for traffic of the Santa Fé railroad, have given rise to a decidedly optimistic feeling as to the future prospects of San Francisco and the State generally.

Trade and  
commerce.

The following tables show the amount and principal articles of export and import for the years 1899-98:—

RETURN of Principal Articles of Export from San Francisco during the Years 1899-98.

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Wheat and flour ...	Centals ...	6,156,622	1,370,552	6,396,369	1,815,641
Barley ...	" ...	3,141,161	640,797	746,042	177,558
Tinned fruit and vegetables ...	Cns. s ...	...	476,416	...	418,966
" salmon ...	" ...	446,130	357,684	610,288	493,980
Timber ...	Feet ...	22,489,019	100,604	22,020,624	82,304
Quicksilver ...	Flasks ...	10,037	80,296	8,952	48,211
Wine ...	Gallons ...	822,657	71,766	1,048,266	81,769
Hlo s ...	Lbs. ...	743,851	17,952	1,596,934	35,733
Brandy ...	Gallons ...	66,304	9,656	13,190	4,314
Other articles ...	" ...	...	3,882,149	...	3,877,728
Total merchandise ...	" ...	...	7,007,872	...	6,535,844
Treasure ...	" ...	...	2,132,046	...	1,733,939
Grand total ...	" ...	...	9,139,918	...	8,274,783

RETURN of Principal Articles of Import to San Francisco during the Years 1899-98.

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Raw silk ...	Lbs. ...	4,218,944	2,948,402	3,141,328	1,895,531
Sugar ...	Tons ...	152,289	2,337,862	118,692	1,899,532
Coal ...	" ...	726,700	1,039,181	776,800	1,070,604
Coffee ...	Lbs. ...	26,057,919	627,175	18,184,358	398,153
Tea ...	" ...	11,862,463	281,193	8,103,892	219,237
rice ...	" ...	49,217,238	193,914	45,095,670	160,125
Cement ...	" ...	123,780,400	86,806	120,182,513	78,637
Tin-plates ...	Boxes ...	166,535	53,482	83,404	39,274
Other articles ...	" ...	...	1,672,490	...	1,461,462
Total merchandise ...	" ...	...	9,135,585	...	7,212,625
Treasure ...	" ...	...	3,453,583	...	7,498,559
Grand total ...	" ...	...	12,589,168	...	14,711,184

Exports.  
Wheat and  
flour.

The exports of wheat and flour show a decrease of 239,747 centals as compared with 1898. Great Britain took 2,980,532 centals of wheat out of a total of 3,245,434 centals sent abroad.

The heaviest shipments of flour were made to China and Central America, the amount taken by Great Britain being 32,048 barrels. Prices of wheat ruled lower than in 1898, opening at 1 dol. 15 c. per cental against 1 dol. 41½ c. in that year and closing at 97½ c. against 1 dol. 15 c.

The exports of barley for 1899 exceeded those of 1898 by 2,395,119 centals, the latter being a very poor year for this cereal in California. The crop was a large one and prices declined on account of the liberal manner in which the market was supplied. The bulk of the exports are sent to Great Britain for brewing purposes.

The custom-house statistics only supply the value of tinned fruit and vegetables exported, which shows an increase of 57,810% over the amount sent away in 1898. The pack of 1899 is known to have been large, but accurate figures are difficult to obtain. The following estimate has been prepared after a careful examination of all sources of information and is considered to be approximately correct:—

Articles.	Quantity.
	Cases.
Apples .. .. .	10,525
Apricots .. .. .	674,374
Cherries, black .. .. .	41,450
" white .. .. .	148,911
Currants .. .. .	3,255
Grapes .. .. .	20,475
Nectarines .. .. .	1,122
Pears, Bartlett .. .. .	598,368
" .. .. .	8,110
Peaches .. .. .	712,811
Plums .. .. .	142,169
Quinces .. .. .	2,860
Strawberries .. .. .	18,140
Raspberries .. .. .	5,671
Blackberries .. .. .	23,120
Gooseberries .. .. .	2,112
Total table fruits .. .. .	2,410,423
Pie fruits .. .. .	175,632
Gallon fruits .. .. .	210,115
Jams and jellies .. .. .	57,323
Total fruits .. .. .	2,853,498
Tomatoes .. .. .	515,235
Peas .. .. .	15,210
Asparagus .. .. .	165,175
Beans and other vegetables .. .. .	21,610
Total fruits and vegetables .. .. .	3,570,728

In June, 1899, 26 of the 30 fruit canning concerns in California formed a combination under the name of The California Fruit Cannery Association. The canneries in this "combine" have a joint capacity of 2,110,000 cases, the amount of fruit required for such output being 52,750 tons.



It is likely that only 14 of the canneries will be employed while the other 12 remain idle, thereby effecting a large saving. Instead of running some of the plants part of the time, as was frequently the case on account of lack of material, certain fruits will be packed in designated canneries causing a great saving in fuel, salaries, and other expenses, and increasing the profits correspondingly. The canneries located in the interior will be employed on the varieties of fruit growing in their respective neighbourhoods, thereby saving a large amount in transportation. It is said that the articles of agreement entered into bind the cannery to certain fixed prices in the purchase of fruit from the growers, and fixes the minimum figure for the sale of their product. So far prices have not been advanced by the "combine."

**Tinned  
salmon.**

Exports of tinned salmon fell off in 1899 and show a decrease of 164,158 cases as compared with 1898. Great Britain and Australia continue to be the chief buyers, the former having taken 313,171 and the latter 75,993 cases. A large amount was sent away by sea, and heavy shipments were made by rail to the Eastern States, but no record of the latter is kept.

The salmon pack of the Pacific Coast, including British Columbia and Alaska, is 3,138,040 cases, each case containing 48 1-lb. tins.

**Timber.**

Very little change took place in the exports of timber in 1899, but the value showed a material improvement over the year preceding. Australia took the largest amount, Great Britain coming second and Mexico third.

**Quicksilver.**

The exports of quicksilver show an increase of 4,085 flasks over those of 1898. 4,000 flasks were sent to China, which is the first shipment made to that country since 1896. A large amount was sent overland by rail of which no record is published. Prices averaged about 40 dol. per flask.

**Wine.**

The exports of wine decreased, being 225,609 gallons less than in 1898. A large quantity was sent to the Eastern States by rail, but the figures are not obtainable as the railway company has discontinued publishing statistics.

**Hops.**

Hops show a very heavy shrinkage in exports, less than half the amount having been sent away in 1899 than in the year preceding. The bulk of the shipments were consigned to British Colonies, Australia, New Zealand and British Columbia having taken them in the order named. No shipment was made to Great Britain presumably on account of the heavy home crop gathered last year.

**Brandy.**

Exports of brandy increased enormously in 1899, more than four times as much having been sent away as in 1898. Great Britain took 43,229 gallons. Large shipments were made to the Eastern States both by sea and rail.

**Imports,  
Coal.**

The importations of foreign coal at San Francisco in 1899 were as follows:—

From—					Quantity.
					Tons.
British Columbia	..	..	..	..	447,200
Australia	..	..	..	..	130,600
Great Britain	..	..	..	..	99,200
Other sources	..	..	..	..	49,700
Total	..	..	..	..	726,700

These figures show a falling-off of 49,100 tons as compared with 1898. In addition to the above, 691,300 tons of domestic coal were received by sea and 170,000 tons by rail from California, Utah and Colorado. The mines at Tesla, near Stockton, California, contributed 80,000 tons of the above, and it is said that in developing the lower levels a quality of coal has been discovered which is the best ever produced in California, resembling the cannel coal mined in Great Britain. Foreign coals ruled slightly higher in price than in 1898.

The following remarks are taken from the annual circular of a leading coal broker :—"It is singular to report a smaller consumption of coal this year than last, in view of the large quantity delivered to the Government transports and the general belief here that every branch of trade is brisk, which invariably leads to a large fuel demand. The consumption of oil as a steam producer is being enlarged monthly, but its benefit as an economical adjunct to our industrials will be neutralised, as its market value is about to be established by the usual 'commercial cancer'—a combination or trust. With recent discoveries of oil over a large section of our State, and its low cost of production, it was supposed that our most serious set-back, viz., low priced fuel, had been overcome, but the pooling of issues now being discussed, means advantage to the few, and detriment to the consumers."

The following table shows the quantity of cement imported Cement. during the last two years :—

From—					Quantity.	
					1899.	1898.
					Lbs.	Lbs.
Belgium	..	..	..	..	59,234,000	55,890,718
Great Britain..	..	..	..	..	37,541,000	37,416,600
Germany	..	..	..	..	27,005,200	23,515,200
France (of Belgian origin)	..	..	..	..	..	3,360,000
Total	..	..	..	..	123,780,200	120,182,518

The market was active throughout the year under review, but in anticipation of an increasing business large orders were sent to Europe, and the outlook for 1900 is not so promising, owing to the accumulation of stocks.

It will be noticed that the imports from Belgium, as compared with 1898, have increased 5.98 per cent., those from Germany 14.84 per cent., while those from Great Britain have remained almost stationary. The British cement that is being sent to this market now meets the requirements as regards quality and price, but has lost the prestige that it formerly held, and no longer commands the ready sale it enjoyed. A large part of the cement that is imported from Belgium is a natural article, and as it sells at a low figure it is readily disposed of for work in which a high grade cement is not required.

The importers from Europe are threatened with serious competition from an unexpected quarter. This year (1900) consignments have been received from both Japan and China. They are said to be of satisfactory quality, and their low cost of production admits of their sale at a cheap rate. The Japanese are reported to be making rapid headway in this market, and I heard of a contract lately entered into in which a clause was inserted that no other make should be used. Irish labourers have a prejudice against handling anything of Chinese origin, but the importers of that article surmount the difficulty by labelling it "Portland cement" on arrival, with the addition of a picture in which the most conspicuous colour is green. Both these cements possess the advantage of being procurable within 30 days of the delivery of the order, thus obviating the carriage of any large stock by the dealers.

All the natural elements used in the manufacture of cement are found in California, and many people prophesy that in a few years the entire needs of the State will be supplied by local manufacturers. A cement factory is established at Colton, California, but so far very little of the product has been disposed of in this neighbourhood on account of the high charges for transport.

**Tin-plates.**

The imports of tin-plates show an increase of 83,131 boxes over 1898, the demand for the foreign article coming entirely from the canners, who use it in packing goods intended for export, in which case a drawback on the duty is allowed. As this increase depends so entirely on the prosperity of the canning industry it cannot be regarded as being of an entirely satisfactory character. Since the tin-plate manufacturers of the Eastern States formed a combination the price of the domestic article has been raised, but it continues to supply the greater part of the demand, the price being regulated so as to undersell the imported plates.

**Chemicals.**

The importation of chemicals is steadily decreasing, many articles that formerly came from England being now supplied by local manufacturers. Soda ash and caustic soda continue to come in small quantities, but the consignments of the latter are rapidly dwindling away.

**Coke.**

The total amount of coke received amounts to 31,091 tons against 41,630 tons in 1898.

Three-fourths of the coke consumed here is imported from Great Britain and Belgium, the balance coming from British

Columbia. The ovens at Comax in that province are now in full blast and the owners propose shipping all their surplus to this market in 1900. A very fair grade is produced there.

The present tariff precludes medium black and blue diagonals, Cloth. also grey mixtures and goods of that description, from competing with similar cloths of domestic manufacture in this market. If the charges of the middlemen could be materially reduced or eliminated, it is thought that these goods would not be entirely excluded. A merchant here tells me that he thinks a fair business might still be carried on if British firms would appoint an agent in San Francisco, thoroughly conversant with the local conditions of trade, who could sell direct to the clothing manufacturers, large tailoring establishments and others, thus reducing the number of hands through which the goods have to pass at present, which adds so much to the cost to the consumer.

Common English earthenware commands a good sale in San Francisco and the immediate vicinity, being brought to this port by sea, thereby obtaining the advantage of cheap ocean freights. The rest of the State is supplied by the manufacturers of the Eastern States, who forward goods to this market in carload lots, thus securing the lowest possible rates. The shapes of the English goods are said to be excellent and leave nothing to be desired in that respect. Earthenware.

The sale of decorated high-grade English china is increasing China. in this market. A member of one of the largest importing houses tells me that their sales have almost doubled in the last two years. He recommends that more attention should be paid to the shapes, which are capable of being much improved on, and are distinctly inferior to those of the earthenware. The French supply the bulk of the china sold here, but devote more attention to a lower grade of goods. It is thought that the English makers might secure some of this trade by adopting French shapes and decorations, provided they were willing to meet them in price also. Jardinières were formerly imported from England, but the American manufacturers have placed similar goods on the market and are underselling the imported articles. The importers of French china make their headquarters in New York and send travellers periodically to visit this coast. Travellers representing English firms are never seen here, but of late years two or three of the largest manufacturers have adopted the plan of sending agents to New York, who remain there for one or two months in the spring to exhibit samples and study American requirements. It is said to be owing to this innovation that the sale of English china has increased.

English pocket-knives are still sold here to a limited extent but are being gradually displaced by those of domestic make. Cutlery. Almost all the table cutlery is of domestic manufacture largely on account of the superior designs. The American makers are constantly striving to catch the public taste by putting new designs on the market.

A company in England which manufactures a sheep-shearing device, said to be one of the best in the market, is selling their Ignoring suggestions to increase business.

machines throughout the United States including this district. One of the American agents called at the head office in London recently, and pointed out to the manager that, if the heavy parts of the apparatus were made in the United States, the concern would effect a saving in the duty on same of about 48 per cent., and be able to reduce the selling price of the machine proportionately. The manager pooh-poohed the suggestion, and said that the company would make no change in their methods of shipping complete machines from England. Business people here, who are cognisant of the facts, tell me that the sales of this device could easily be quadrupled if the company had accepted the agent's suggestion.

The following table shows the volume of trade with each country:—

TABLE showing Total Value of all Articles Exported from and Imported to San Francisco to and from Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Great Britain ..	1,867,847	1,842,024	414,522	379,672
Hawaiian Islands ..	1,832,593	1,201,580	2,319,327	1,870,677
China ..	744,681	705,508	1,622,884	1,203,066
Japan ..	711,137	902,048	2,353,028	1,637,614
Australasia ..	461,119	468,931	128,804	136,179
Central America ..	302,215	364,212	496,753	383,859
Mexico ..	296,362	296,973	88,028	68,599
Canada ..	226,646	200,800	395,956	402,198
Pacific Islands ..	187,775	101,873	128,251	88,617
Belgium ..	126,727	1,865	137,080	173,139
Asiatic Russia ..	105,518	61,400	..	22,707
South America ..	48,654	82,685	132,456	81,215
South Africa ..	47,681	241,693	..	..
East Indies ..	36,382	43,605	430,402	398,444
Germany ..	3,481	16,348	208,191	187,796
France ..	452	2,274	181,621	106,192
Other countries ..	8,799	2,025	98,282	72,651
Total merchandise	7,007,872	6,535,844	9,135,585	7,212,625
Treasure ..	2,132,046	1,738,939	3,453,583	7,498,559
Grand total ..	9,139,918	8,274,783	12,589,168	14,711,184

NOTE.—The imports by rail included in the above totals of merchandise amounted to 490,645/., as against 355,308/., in 1898.

The exports to Great Britain show the small increase of 25,823/., as compared with 1898. The imports are slightly more favourable and show a gain of 34,850/.

The majority of wheat vessels clear for Cork for orders, and the value of their cargoes is included in the exports to Great

Britain, although some of them receive orders there to proceed to Continental ports to discharge. On this account the exports to Great Britain are no doubt considerably less than the amount given in the above table.

As compared with 1898 the imports from Great Britain show an increase of 9·17 per cent., those from Germany an increase of 10·86 per cent., while those from Belgium show a decrease of 20·83 per cent. These two countries are the principal competitors of Great Britain in the import trade of this Consular district.

The exports of treasure show an increase of 393,107*l.* as compared with 1898. The largest amount was sent to Hong-Kong, the Hawaiian Islands coming second. The imports show a heavy decrease, 4,044,976*l.* less than in 1898 having been received. Australia contributed the largest sum, but it was less than half the amount received from that country in the year preceding.

The following estimate of the production of precious metals in the States and territory within the jurisdiction of this Consulate-General for the year 1899 is taken from Messrs. Wells, Fargo and Co.'s annual statement:—

	Gold Dust and Bullion, by Express.	Gold Dust and Bullion, by other Conveyances.	Silver Bullion, by Express.	Ores and Base Metals, by Freight.	Total.
	\$	\$	\$	\$	\$
California ... ..	2,769,300	219,000	63,061	649,262	3,790,623
Nevada... ..	278,849	180,620	120,134	2,880	581,883
Utah ... ..	447,908	288,875	24,555	1,990,100	2,750,938
Arizona ... ..	374,910	218,122	147,822	3,331,830	4,072,684
Total ... ..	3,860,465	986,017	355,572	5,974,072	11,176,126

The production of gold in California, according to the above estimate, shows a decrease of 2,231*l.*, as compared with the year 1898. The last two years show a heavy decline which is attributable to the damaging effect of the drought upon the mining interests of the State. The drying up of the natural streams in the foothills and the exhaustion of the reservoirs and lakes, natural and artificial, in the higher altitudes, forced the suspension of almost all kinds of mining operations early in the summer in each of these dry years, retarding development as well as production. Several features have been conspicuous in mining operations during the past year, viz., a revival of interest in copper mining; the introduction of the dredger on a large scale and as a permanent factor into gold placer operations; an increased faith in the exploration of gold-bearing ledges to greater depths, and the substitution of electricity for almost every other form of motive power hitherto used. A marked revival in quicksilver mining, growing out of the increased demand for the metal and a material advance in the price, has also been a notable feature in the year's operations. It is freely asserted that at no time in the past 25 years have the prospects of the mining industry

been as bright as they appear to-day. More transfers of mining properties took place in 1899 than in any previous year of the State's history. The majority of these transfers have been for comparatively small amounts, but the chief value is represented in the capital which will be later invested in their development. The exports of silver from this port for China, Japan, &c., during the past year amounted to 1,192,709*l.*, as against 1,043,482*l.* in 1898.

Hydraulic mining.

The annual report of the California Débris Commission for the year ending June 30, 1899, show that 40 applications to mine were filed during the year and 34 permits granted. No permits were cancelled and only one temporarily withdrawn during the same period. No failure of impounding barriers, of any consequence, has come to the notice of the Commission during the year. The total amount of material mined by the hydraulic process, under permits, during the period reviewed, is estimated at 638,499 cubic yards. The available storage provided at present and partially or wholly completed for future operations is estimated at 7,500,000 cubic yards. No dam for impounding detritus in the larger streams has as yet been authorised by the Commission, but the investigation of a site for such a dam is being made in the Yuba River. The deficiency of rainfall in the winter of 1898-99 greatly restricted hydraulic mining.

Bank clearings.

The report of the manager of the clearing-house gives the bank clearings for the past two years as follows :—

					Amount.
					£
Clearings for 1899 .. .. .	..	..	..	..	194,203,014
„ 1898 .. .. .	..	..	..	..	162,630,605
Increase .. .. .	..	..	..	..	31,572,409

The total for 1899 was the largest on record. The United States Government has been an unusually heavy buyer in this market for supplies for the naval and military forces in the Philippine Islands and a large portion of the gain is attributable to this fact.

Real estate.

The demand for income-producing property, and for building lots in one or two of the most favoured localities, showed some improvement over 1898, but otherwise the market was in a very unsatisfactory condition during the whole of 1899. The depression in real estate, which began in 1891, is said to be the longest experienced in the history of the city. Country property shared in the general depression. The number of sales showed some improvement, being 3,053, valued at 2,911,027*l.*, as against 2,645 in 1898, valued at 2,149,420*l.*

Development of oil fields in California.

Nothing in the nature of the development of this State's resources, in recent years, has attracted so much attention as the life infused into the oil industry in 1899. While oil has been

produced in paying quantities in Los Angeles and Ventura Counties for some years no attempt was made until 1899 to place the business on a recognised basis with stocks of reliable companies listed for sale. The advent of San Francisco capital into the industry was an important step, and has resulted in a large number of companies being formed with the object of acquiring and developing oil properties. It is said that even capital from the Eastern States is being attracted by the showing made. Lands which were considered of little or no value now bring large prices, and the production of oil has caused great inquiry among those interested in manufacturing and other industrial pursuits in which fuel is used. It is estimated that the amount of money invested in the oil fields and the production and handling of the oil cannot be less than 10,000,000 dol., and the production is put down as 10,000 barrels daily. This amount may be apportioned among the different fields as follows:—Ventura and Newhall, 3,500 to 4,000 barrels; Los Angeles, Puente, and Fullerton, about 3,000 barrels, and Coalinga about the same. The Kern County field is said to be yielding, but as it is not yet on the market, its production has not been estimated. Large development works are being pushed forward in Monterey and San Luis Obispo Counties. It is expected that the production will be largely increased in 1900, and that greater transport facilities than exist at present will be required.

The disastrous results of the drought of 1897–98, which was followed by a deficiency in the rainfall of 1898–99, have directed the attention of the people of this State to the necessity of taking steps to provide against such contingencies in the future. The conservation of the water supply that is now allowed to escape to the sea is regarded as essential to the future development of the commonwealth and its resources. The long dry seasons and intermittent droughts constitute an obstacle to the extensive cultivation of the soil and render impossible that density of population which would otherwise follow. The interest felt in the subject took form last November, when a convention was held in this city which was largely attended by delegates from all parts of the State, and resulted in the formation of a permanent organisation known as “The California Water and Forest Association.” The magnitude and difficulties of the problem to be solved were fully realised by the members of this convention, and the main features of the policy adopted provide for Federal and State co-operation with due encouragement to the investment of private capital. An executive committee has been formed, and steps taken to perfect the organisation and map out a plan of action for the guidance of the association.

The plan to establish a commercial museum in this city on the lines of the institution at Philadelphia made encouraging progress last year. Several largely attended meetings were held, and a great number of business men have signified their intention of becoming subscribing members. The Pacific Commercial Museum is the title agreed upon, and a committee has been appointed to work out details.

Conservation  
of flood  
waters.

Pacific  
commercial  
museum.



City im-  
provements.

The citizens of San Francisco were invited to decide by ballot last year whether bonds should be issued for the extension of the Golden Gate Park, for the construction of a new sewerage system, for the erection of 17 new school houses, and for a modern hospital for the treatment of the indigent sick. The fact that there was only slight opposition to these proposed improvements indicates a healthy feeling in municipal affairs and the welfare of the community. The present sewerage system is inadequate and defective, and general satisfaction is expressed that the sanitary requirements of the city are about to receive proper consideration.

Fire  
insurance.

The following table gives the volume of business transacted in California during the last three years, by the fire insurance companies represented here. The figures for 1899 were obtained from the preliminary report of the State Insurance Commissioner:—

Year.			Amount Written.	Premiums.	Losses Paid.	Ratio of Losses to Premiums.
			Dollars.	Dollars.	Dollars.	Per cent.
1899	..	..	375,945,828	5,545,280	2,882,973	52.0
1898	..	..	453,690,964	6,657,887	3,578,394	53.8
1897	..	..	324,254,126	4,767,019	2,637,706	55.3

No fair comparison can be made between the figures of 1899 and those of 1898, as in the latter year the long-term policies that expired were renewed, causing an abnormal increase. As compared with 1896 and 1897 the business shows a fair increase, and the loss ratio a continued decline. Premium rates are being reduced, and were slightly lowered last year.

Railway  
construction.

The Atchison, Topeca, and Santa Fé Railroad Company has completed its line into this city, and commenced running goods trains on May 1, 1900. It is expected that the company will soon be in a position to run passenger trains also over its system, which extends from San Francisco to Chicago, with the exception of a short piece of line between Bakersfield and Los Angeles, over which the company has acquired running powers.

The most important piece of construction work being done by the Southern Pacific Company is the extension of the coast line between Surf and Elwood in Santa Barbara County. The completion of this line has been greatly desired for several years, and it would now appear that the company intends to employ all possible diligence to push the work to completion. When this line is opened it will doubtless prove the popular route for passengers between San Francisco and the southern part of the State, and it is said that it will be made the main artery for through business.

Several branch lines were added to the Southern Pacific system in 1899, notably one from Surf to Lompoc, which now has a daily train service to this city, and another from Somis to

Oxnard, which affords railway communication with the beet sugar factory located at the last-mentioned place.

Too much importance cannot be attached to the advice that has been given to intending settlers in previous reports, the tenor of which is not to invest in land until they have resided in this State for at least one or two years. So many of our inexperienced and confiding countrymen have come to grief by purchasing land immediately on, or even before arrival, that I cannot too strongly impress upon them the importance of observing this caution. There is no difficulty in renting or leasing farms in any part of the State, and by following this method a prospective fruit-grower or farmer can ascertain if he has any aptitude for the business before sinking his capital in an undertaking from which he will find it difficult to withdraw.

Advice to  
intending  
settlers.

Owing to the improvement in business, the demand for labour showed more actively last year than in 1898, but no difficulty was experienced in finding men to fill all the requirements. A large number of Japanese have been coming into the State recently, and they compete with white people and Chinese for work as gardeners, fruit-pickers, domestic servants, &c. Many householders prefer to employ Chinese or Japanese instead of girls, as they are capable of doing more work, and are more tractable. I strongly dissuade artisans, labouring men, and clerks from coming to the Pacific Coast in the expectation of obtaining employment. There is great difficulty in securing steady work for the two former classes, and there is absolutely no call for clerical labour.

Labour  
market.

The following figures, which have been compiled by the State Mineralogist, show the yield and value for the year 1899 of the mineral products of California:—

Mineral  
products of  
California.

Articles.		Yield.	Value.
			Dollars.
Gold .. .. .	..	..	15,886,081
Antimony, copper, lead, manganese, and platinum .. .. .	..	..	4,039,641
Petroleum .. .. .	Barrels ..	2,677,875	2,660,793
Quicksilver .. .. .	Flasks ..	29,454	1,405,045
Borax .. .. .	Tons ..	20,357	1,189,882
Clays and hydraulic cement .. .. .	..	..	977,430
Rubble and paving blocks .. .. .	..	..	554,886
Asphaltum, bituminous rock, and natural gas.. .. .	..	..	519,227
Silver .. .. .	..	..	504,012
Coal .. .. .	Tons ..	160,941	420,109
Mineral waters .. .. .	Gallons ..	1,338,537	406,691
Asbestos, fuller's earth, gypsum, magnesite, lithia mica, soda, pyrites .. .. .	..	..	329,800
Lime .. .. .	Tons ..	299,854	314,575
Macadam .. .. .	..	323,590	239,867
Salt .. .. .	..	82,654	149,588
Granite .. .. .	Cubic feet..	128,924	141,070
Sandstone, serpentine, marble, quartz and glass sand, slate .. .. .	..	..	125,334
Stone .. .. .	Tons ..	30,769	29,185
Mineral paint .. .. .	..	1,704	20,294
Total .. .. .	..	..	29,813,460

The increase for the year is 2,024,381 dol., as compared with 1898.

While California is not degenerating as a gold producer, it is assuming more importance each year as a producer of other minerals; in fact, the value of the latter has now reached a sum almost equal to the production of the precious metal.

Petroleum, quicksilver, and borax are conspicuous in the record, the first named being now third in importance of the State's mineral products.

In all branches of mining, exclusive of the oil fields, 25,000 men were employed last year. No enumeration has been taken of the latter, but an estimate of 1,000 men is considered a low figure. Of the total of 26,000 miners thus employed in the State, about 15,000 are engaged in quartz and placer mining for gold.

Shipping and  
navigation.

The following table shows the number and nationality of the vessels which entered and cleared at this port during the past year:—

Annex A.—RETURN of all Shipping at the Port of San Francisco during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	106	194,060	117	208,456	223	402,506
American, from ... foreign countries	260	162,660	240	435,645	500	598,305
American, from Atlantic ports of Union ... ..	19	36,527	1	2,292	20	38,819
Hawaiian ... ..	37	44,592	9	17,998	46	62,590
Norwegian ... ..	1	924	26	55,477	27	56,401
Japanese ... ..	...	...	13	44,355	13	44,355
French ... ..	16	23,652	...	...	16	23,652
German ... ..	8	13,659	2	2,886	10	16,545
Austro-Hungarian ... ..	...	...	8	15,928	8	15,928
Italian ... ..	4	6,411	...	...	4	6,411
Others ... ..	1	904	4	4,858	5	5,762
Total ... ..	490	493,379	420	787,895	910	1,281,274
„ for the year preceding ... ..	478	516,439	319	596,812	797	1,113,251

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	109	204,649	115	203,906	224	408,555
American, to foreign countries	249	156,662	237	494,568	486	591,250
American, to Atlantic ports of Union ...	4	7,402	...	...	4	7,402
Norwegian ...	2	2,420	26	55,477	28	57,897
Hawaiian ...	33	37,664	10	18,198	43	55,762
Japanese ...	...	...	13	44,355	13	44,355
French ...	18	26,157	...	...	18	26,157
Austro-Hungarian ...	...	...	8	15,928	8	15,928
Italian ...	7	11,435	...	...	7	11,435
German ...	7	7,284	1	1,821	8	9,105
Others ...	3	1,893	3	4,724	6	6,117
Total ...	432	454,956	413	779,007	845	1,233,963
„ for the year preceding ...	415	465,966	315	575,906	730	1,041,874

NOTE.—The entrances and clearances of American ships do not include the coasting trade, whaling, or fishing voyages.

In British shipping there was an increase of 16 vessels, of 37,333 tons, entered, and 12 vessels, of 36,734 tons, cleared, as compared with 1898, and it was entirely confined to steamers.

Of American vessels trading with foreign countries, the increase amounted to 84 ships, of 134,373 tons, entered, and 104 ships, of 139,831 tons, cleared; but in the number of those running to and from the Atlantic ports of the Union there was a falling-off, which was particularly marked in the arrivals.

The appearance of Japanese shipping in the return is accounted for by the line of steamers established last year between San Francisco and the Far East, which has now become a permanent feature of the port's business.

In Austro-Hungarian vessels a heavy decline is noticed, 17 ships, of 45,602 tons, less having entered, and 15 ships less having cleared than in 1898, whereas the shipping under the French flag shows a moderate but steady increase in the last few years, attributable, no doubt, to the bounty system of that country.

The other nationalities mentioned in the return do not exhibit any material change as compared with the year preceding.

The following table shows the lowest and highest freights paid for iron wheat ships in each month of 1899, the figures given being for ships in port to proceed to Cork for orders to the United Kingdom, Havre, Antwerp, or Dunkirk:—

Month.	Prices.					
	From—			To—		
	£	s.	d.	£	s.	d.
January .. .. .	1	5	6	1	7	0
February .. .. .	..	..	..	..	..	..
March .. .. .	1	2	6	1	2	6
April .. .. .	1	2	6	1	5	0
May .. .. .	1	4	6	1	6	6
June .. .. .	1	6	3	1	12	6
July .. .. .	1	11	3	1	15	0
August .. .. .	1	13	0	1	15	0
September .. .. .	1	15	0	1	17	6
October .. .. .	..	..	..	1	17	6
November .. .. .	1	16	3	1	17	6
December .. .. .	..	..	..	1	16	6

There was an active business in tonnage, both on the spot and to arrive, about the beginning of July at from 1*l.* 11*s.* 3*d.* to 1*l.* 15*s.*, according to size and position. After a considerable number of vessels had been engaged before arrival at 1*l.* 11*s.* 3*d.*, and even 1*l.* 12*s.* 6*d.*, for small barley ships, there came a cessation. In August the freight market for wheat was very quiet owing to the lack of available vessels. The best spot charter in the month was at 1*l.* 13*s.*, leaving only one disengaged ship in port, with holders asking 1*l.* 17*s.* 6*d.*, and bidders offering 2*s.* 6*d.* less. Freights were firm in September, and grain charters were effected at from 1*l.* 15*s.* to 1*l.* 16*s.* 9*d.*, according to size. For iron ships, suitable for barley, 1*l.* 17*s.* 6*d.* could have been obtained. Shippers were, however, fairly supplied with vessels due to arrive, and at the close of the month there were no urgent requirements on their part. In October the tonnage market was replenished to some extent, but all available vessels were soon taken up, and for a time none were procurable for new business. The situation, therefore, was wholly in favour of owners, and prices were maintained accordingly. Grain freights at the beginning of November were nominally 1*l.* 16*s.* 3*d.* for wheat to the United Kingdom, with the usual options, 1*l.* 17*s.* 6*d.* for wheat and barley, and 1*l.* 18*s.* 9*d.* for barley alone. There were then only two disengaged vessels in port, but during the following week a number due on the coast within 60 days were engaged, as much as 2*l.* 2*s.* 6*d.* being paid for Portland loading. Owners were asking full rates for spot vessels, but shippers held back owing to the adverse foreign grain markets. During December disengaged ships were very few. For an iron one chartered at the beginning of the month to load wheat and barley for the United Kingdom or the Continent, 1*l.* 16*s.* 6*d.* was paid.

Seamen's  
wages.

At the beginning of the year seamen's wages were 4*l.* per month, but fell to 3*l.* in the spring for a short time, after which they rose to 4*l.* again, and remained at that figure during the remainder of the year. The boarding-house keepers and shipping

agents still exact a levy of 25 dol. for each man furnished to vessels bound for Europe, and as long as the wages continue at the 4*l*. rate, the burden of it falls directly on the shipowner. This result of the application of the United States law regulating seamen's allotments may some day, it is to be hoped, lead the shipowner to support the law in protecting himself and his employees.

The catch of the Arctic whaling fleet for the past two years, reported at San Francisco, was as follows:—

Catch of  
whaling fleet.

Year.	Quantity.		
	Oil.	Bons.	Ivory.
	Barrels.	Lbs.	Lbs.
1898 .. .. .	7,608	225,863	10,025
1899 .. .. .	6,483	303,899	6,478

Compared with the returns for 1898, in which year shipbuilding in San Francisco was greatly stimulated by the Klondyke excitement, those for 1899 make but a poor show in this business. Only 14 vessels were constructed, and most of them were small steamers or schooners, designed for the coasting trade. The directors of the Risdon Ironworks, however, appear to have a prospect of better things, for they have purchased the buildings and machinery of the Pacific Rolling Mills, and intend to transform the property, covering 32 acres, into a large shipbuilding yard, which will have 1,700 feet of bay frontage, with water of sufficient depth to accommodate vessels of the largest draught, and it is said that they purpose also to construct a dry dock of corresponding dimensions.

The California and Oriental Steamship Company, which began to run a monthly line of steamers between the Far East and San Diego in 1898, have since extended their service to this port. They have six steamers under the British flag, principally carrying freight, and the line is believed to be worked in connection with the Atchison, Topeka and Santa Fé Railroad, which has now established connection with San Francisco by means of ferry boats built to carry rolling stock across the bay. It is considered certain, therefore, that larger and more modern steamers will soon be employed in this traffic, such being rendered necessary by competition.

New  
steamship  
lines.

Towards the end of 1899 the pioneer vessel of the Kosmos Steamship Company arrived at this port from Hamburg via South America and Central American ports. The company's plans provide for the despatch of one steamer monthly and the vessels carry through freight and passengers between the two terminal ports as well as anything offering at intermediate points. The headquarters of the company are in Hamburg, and the vessels are under the German flag. Should this line prove a success, it will

open a direct and regular trade with Europe and will also introduce competitive rates of freight to and from ports in the Pacific at which the steamers touch. It is also expected to afford relief from the heavy Transcontinental charges on such Californian products as will bear ocean shipments to Europe by steam. For some years it has been rumoured that a British Steamship Company trading south of Panama would extend their business to this port, but if such was their intention they have allowed a competitor to forestall them. Probably they did not see that it is always possible, wherever rates or prices are complained of, to establish a paying business by a little moderation as regards profits and a very marked disposition to oblige.

A new line, under the name of the American Hawaiian Steamship Company, has been organised to run steamers between San Francisco and New York via Honolulu. One vessel, named the "Californian," of 8,250 tons, is being built by the Union Iron Works of this city, and three in the Eastern States. It is expected that the "Californian" will shortly be ready for service, and that two other ships, larger even than those now under construction, will be eventually added to the fleet.

**Army  
Transport  
Service.**

The fleet of the army transport service for the conveyance of men, animals and supplies to the Philippine Islands has increased largely during the past year, and the work of the quartermaster's department has grown correspondingly, while dock facilities have proved to be so insufficient, not only in the Government section but also at the other wharves, that the harbour commissioners are carrying out plans to provide more accommodation. A number of British vessels were chartered as transports, and some of them still remain in the Government service.

**Quarantine.**

The friction between the Federal and State quarantine officers, which had existed for several years at this port, has at length been terminated by the abolition of the State service. This step was decided upon, ostensibly as a measure of economy, by the new Board of Health, and has caused much satisfaction to shipmasters, who were the principal sufferers from the conflict of authority referred to.

**Effects of gold  
discoveries in  
Alaska on  
shipping.**

The gold discoveries at Cape Nome, Alaska, have caused a boom in shipping only equalled by the rush to the Klondyke in 1898. A large number of vessels both steam and sailing are going into the business of carrying cargo and passengers to the latest diggings, and it is possible that some of the smaller coast ports hitherto dependent on steam service for communication with San Francisco will suffer on account of inadequate transport facilities.

**Seamen's  
Institute.**

Although the Seamen's Institute of San Francisco is one of the most deserving of its kind, the committee of management find difficulty in raising enough money for its requirements, and the attention of all shipowners, whether British or foreign, is called to the fact that it is more economical to have the sailors they send out with their vessels encouraged to be sober and law-abiding than to "square" the crimps for new hands. The chaplain

and his assistants are most active in their work, and being popular with the men, have accomplished much good, notably a great decrease in the desertion of apprentices.

An Act was passed by the Federal Government on March 30, 1900, which empowers the Secretary of the Treasury to issue regulations to prevent unauthorised persons from boarding vessels which have not been docked and begun to discharge cargo. It is a common occurrence for runners employed by boarding houses to lay their tempting baits before long voyage seamen as soon as vessels have passed the quarantine officers, and the Consular records show that most of the desertions take place at that time, as the men are then excited and eager to get ashore. One cannot but hope that the forthcoming regulations will be framed so as to protect foreign as well as American vessels, and that they will be rigorously enforced, whatever may be the attitude of masters in the matter.

New law regarding boarding of vessels.

The California Dry Dock Company, which at present cannot offer accommodation to vessels exceeding 493 feet in length; has decided to put up a new structure, close to the existing one at Hunter's Point, of the following dimensions:—

	Dimensions.				
	Feet.				
Length .. .. .	..	..	..	..	750
Width at coping .. .. .	..	..	..	..	122
Width at bottom .. .. .	..	..	..	..	74
Depth over sill below coping .. .. .	..	..	..	..	32½
Depth at high water .. .. .	..	..	..	..	28

The new Act of Congress known as the Hawaiian Bill, extends the coasting laws of the United States to the recently acquired Hawaiian Islands. It goes into effect on June 14 of the present year, and after that date all foreign vessels will be precluded from trading between American ports and the islands. This will seriously affect the business of the British steamers trading to Far Eastern ports which touch at Honolulu and may cause the withdrawal of the one British steamer running to Australia. It remains to be seen, however, whether the British colonial authorities will not retaliate by passing a similar law affecting the American liners now trading between New Zealand and Australian ports, or by withdrawing the mail subsidy which the liners now enjoy.

The wheat crop of 1899 was about an average one, being estimated at 30,833,333 bushels. The area planted is given as 2,995,445 acres and the yield as 10.2 bushels per acre. Wheat continues to be the staple crop of the State, the value of the yield approximating 20,000,000 dol.

Next to wheat the principal cereal crop of the State is barley. Barley. The quality of California barley is such that it finds the highest favour with European brewers, and all that the State can



produce, that complies with brewing requirements, finds a ready sale for export. The crop of 1899 is estimated at 20,782,608 bushels. Prices ruled considerably lower than in 1898.

**Hops.**

The hop crop in 1899 was heavy, but the average quality was not up to expectations, as the yield was too large to enable growers to gather and cure them all in first-class condition. The crops of Oregon and Washington were somewhat injured by mould, which caused buyers to give the preference to Californian, with the result that the bulk of this State's crop has been marketed. Early contracts were made as high as 13 to 14 c. per lb., but the market gradually declined to the extent of 4 to 5 c. per lb.

**Beet sugar.**

An estimate prepared by the Secretary of the State Board of Agriculture places the beet sugar production of California in 1899 at 52,500 short tons (of 2,000 lbs.), but many people consider this an extreme figure. The result of the year's work was much more satisfactory than that of 1898, when the drought affected the entire State, but the results have fallen far short of what may be expected in the near future. The capacity of the factories already built, with an average run of 130 days, is about 70,000 tons of refined sugar. There is some indisposition on the part of the farmers, which it is hoped will decrease, to produce beets for the factories. They are not satisfied with the profits of the business, and many of them are not willing to give the labour and attention to the crop which it requires. If this feeling does not change it will either prevent, or at least delay, the building of more factories, or compel the owners of plants to raise their own beets on a large scale by Asiatic labour. The farmers receive from 4 dol. to 4 dol. 50 c. per short ton, and the business is profitable to them as farming industries pay in this State. They are said to receive more than growers in Germany, but not an increase proportionate to the higher price of sugar in the United States.

**Minor crops.**

The bean crop is quite important in some parts of the State, but it is not possible to obtain statistical information regarding it. The industry is confined to certain localities and the bulk of the product is manipulated in a speculative way by a few dealers. Experiments have been made in growing tobacco in several parts of the State, and the general qualities of the production are now fairly well understood. There seems to be no likelihood of California ever producing a high-flavoured aromatic tobacco, but it has been demonstrated that the State can produce an article suitable for medium and low priced cigars. There has certainly been much progress made during the last few years in the selection of varieties and methods of curing. The culture of celery for shipment to the Eastern States is increasing and is said to be profitable. Vegetables will always continue to be grown in California for shipment to the mountain States, and of this trade there seems to have been about the usual amount in 1899.

**Hemp.**

The cultivation of hemp is extending, and in 1899 there were about 1,500 acres planted in different parts of the State.

It has been produced extensively at Gridley, in Butte County, for the last four years, one farmer there having recently raised 2,000 lbs. of finished fibre to the acre, which he disposed of in this city at 4 c. to 4½ c. per lb. This year (1900) great results are expected by the use of a decorticating or stripping machine which will be tried on a large scale for the first time. By this means a great saving of labour will be effected and an improved product turned out equal to the best Italian garden grown hemp worth 8 c. per lb. The returns will also be obtained soon after the crop has been cut instead of about 12 months after, as under the present method of dew or rain retting. A company is being formed to establish a twine factory in San Francisco which will probably consume all that is produced for a year or two.

The wool clip of California in 1899 is estimated at 28,000,000 Wool. lbs., an increase of about 8,000,000 lbs. over that of 1898. The business was lifeless and unprofitable until midsummer, when a reaction from depressed values took place. The operation of the tariff checked excessive importation of foreign raw wool, and that factor, together with smaller American flocks, produced a scarcity that is expected to raise prices above present quotations. The quality of this season's wool will be excellent, but the number of sheep has been greatly reduced by the climatic and financial hardships of recent years, and therefore the State cannot meet the heavy demand; a condition which taken alone is capable of creating considerably higher prices.

A brisk demand for honey has ruled throughout the season, Honey. and prices have been exceptionally high. The output of the year is estimated at 80 carloads of 12 tons each, and the entire amount has been sold or shipped with the exception of eight or 10 carloads. The small amount on hand will not suffice to supply the local demand for the next six months or until the new crop comes in.

The vintage of 1899 is estimated at 10,000,000 gallons of dry Wine. wine, and 5,500,000 gallons of sweet wine, making a total of 15,500,000 gallons, against 17,000,000 gallons in 1898. Although the lack of moisture following the exceptionally dry season of the previous year reduced the grape yield below the normal amount, the other climatic conditions were favourable to the quality of the wine produced. The gathering was mostly completed before the autumn rains set in, and there was little damage done from that source. The Californian Winemakers' Corporation, an organisation formed by the grape growers five years ago, has ceased to exist. Despite the failure of this system of co-operation the immediate prospects of the wine industry have seldom been better, owing to the shortage of the grape crops of the last two seasons, which has prevented an accumulation of surplus dry wines. It is thought that this prosperous condition of affairs is assured for at least two years more, as the amount of empty cooperage is so great that even with a large yield next season the demand will equal if not exceed the supply. The wine dealers in this city have an organisation, but they are

credited with a desire to maintain prices, as experience has shown that the grinding down of the producer results in the deterioration of the wine, besides causing dissension among the mercantile classes who, to obtain markets, cut prices below the profit mark to themselves.

**Fruit crop.**

The general fruit crop of 1899 may be considered satisfactory both as regards quantity and prices obtained, the only notable exception in the latter case being prunes, which dragged considerably in the market. The crop is said to have paid fair interest to the growers, and in many instances has produced sufficient to enable them to make a reduction in their mortgages or add needed improvements to their orchards. In the beginning of the year it was the opinion of the best informed men in the business that the largest yield of fruit California ever produced would be harvested, but the late spring frosts, combined with wind and rain, proved disastrous to the cherries and apricots, and the early rains and unfavourable conditions of the autumn affected the grapes.

**Difficulties of marketing.**

One of the greatest difficulties the growers have to contend with is a proper distribution of their product, and this question received a large share of attention at the Annual State Fruit Growers' Convention held at San José in December last. The importance of widely distributing California fruits in the largest number of markets in the Eastern States and avoiding gluts in the large centres seems to be keenly appreciated by both growers and shippers, as shown by the increased number of consignments to smaller towns, and the opening of new markets in interior places. Less fruit was dried comparatively than in recent seasons, the ruling prices for the fresh article encouraging immediate shipment. This factor is largely responsible for the heavy increase of fresh fruit shipments in 1899, which according to the figures prepared by the Californian Fruit Growers' and Shippers' Association aggregated 6,869 cars (of 10 tons each), against 5,007 cars in 1898. The shipments made by those outside the association are not included in these figures, and would probably increase them by 1,000 cars. The consignments to foreign markets have also greatly increased, from 42 cars shipped overland for England alone in 1896 to 124 cars sent to Great Britain, Germany, and Mexico in 1899.

**Oranges and lemons.**

Practically the citrus fruit shipping season in California never ends, but in the stricter sense the orange shipping season extends from November to July. The number of boxes shipped during the season was 3,654,000 against 5,174,400 in 1897-98. The bulk of the orange crop is grown in Southern California, but there is now hardly a county in the State, except those in the extreme north and the mountainous region, that does not produce some citrus fruit.

**Figs.**

Growers of figs in California seem to be well satisfied with the prices received for their cured product, which have been from 60 to 100 dol. (the last extreme) for choice white cured figs per ton. Much interest is taken in the efforts of the Federal Government to introduce into this State the blastophaga, or fig wasp, an

insect which in Smyrna caprifigs the better variety of figs which are exported. The experiments promise to be ultimately successful.

In 1899 the almond trees, except in a few districts, escaped <sup>Almonds.</sup> the early frosts, and the crop turned out to be the largest yet harvested. The quality also was of the finest. The foreign almond crop was very short, and this factor, combined with an almost bare market in the United States, caused prices to rule high. Some of the early buyers were able to realise good profits on their investments.

The yield of raisins in 1899 is estimated at 33,000 tons (of <sup>Raisins.</sup> 2,000 lbs.) against 32,500 tons in 1898. The business has been profitable to the growers on account of the combination, which has been successful in controlling the crop and raising prices. If prices can be maintained at their present figure for two years it is likely that in five years the output will be materially increased, and that the new acreage will be on virgin soil, whereas nearly all the present vineyard proprietors must immediately face the cost of expensive fertilisation. This expectation, however, does not take into account the fact that the fear of phylloxera, which is slowly pervading the State, although the scourge has not yet appeared in the raisin district, may deter the planting of vineyards of any kind.

The prune crop of 1899 was a large one, considerably in excess <sup>Prunes.</sup> of that of the previous season. Prices have ruled low, and while the movement has been fair, the markets of the country have not responded freely. Generally speaking trade has been unsatisfactory, lacking life and energy. The new orchards coming into bearing have increased the output seemingly beyond existing demand. This is a condition that has long been prophesied by those familiar with the number of the trees in the State, and would appear to be now upon us. It is not unlikely that we are about to enter upon a period of depression in the prune industry similar to that which other branches of the fruit industry have passed through. The result will be to stop further planting and eliminate the orchards which should never have been started.

The depression in the price of prunes is having the usual effect of disposing growers to consider methods of co-operation. <sup>Co-operation among fruit growers.</sup> In January last a convention was held at San José, largely attended by men engaged in the dried fruit industry, which resulted in the formation of the Californian Cured Fruit Association, an organisation formed to control and market the output of the State. While it nominally includes all the dried fruit interests, it is at present practically a prune growers' association, and is formed upon the lines of the raisin growers' combination, which has proved eminently successful. By means of this association it is expected that prunes, which are now sold at a ruinously low price, and fluctuate to such an extent that dealers dislike to handle them, will be placed on a profitable basis. The owners of about 80 per cent. of the prune-bearing acreage of the State have signed contracts with the association, and it is expected that more will join by degrees.

## Utah.

Utah experienced a highly prosperous year in 1899, although the amount of business done was not much greater than that of the preceding 12 months. In some exceptional cases the volume of trade was largely increased, while the average improvement was fully as marked as could be reasonably expected. Almost all the banks paid dividends throughout the year, and the clearing-house returns exhibit figures noticeably higher than those of 1898.

As to the industries of Utah, they may now be said to have passed the experimental stage, and to have become firmly established. In some sections a great amount of damage was done to orchards by bad weather, and the canners of fruit and vegetables were unable, at a critical period of their operations, to procure more than three-fourths of the cans they required, but, nevertheless, the output was increased by 30 per cent., as against the production of the preceding year, and amounted to 115,000 cases. A factory for the manufacture of cans is being established, and two extensive fruit-packing businesses are in process of promotion.

Another industry which has been built up rapidly is the wholesale production of butter and cheese. About 12 new "creameries," representing an investment of 50,000 dol., have been constructed, and the business is said to have increased as much as 25 per cent. during the past year, without any diminution of prices; the supply of dairy products in former years not having been equal to the demand.

The manufacture of beet sugar is also being extended by the erection of additional machinery. In 1899 the quantity of sugar produced was 18,000,000 lbs., and there is a prospect of its being doubled in the near future. Prices have remained unusually steady, and there have been no disturbing influences at work.

In the manufacture of woollen goods there has been an increase of about 13 per cent., and the mills have been running overtime continually.

While, however, commercial and industrial affairs have thus shown a steady growth, agricultural interests have not altogether avoided decline. The wheat crop is reported to be only 60 per cent. of that of 1898, the shortage being occasioned by drought and unseasonable cold weather, to which causes must be attributed also an impairment in quality. Of seeds the yield has not been as good as usual, but advanced prices have been obtained, and the net proceeds are larger than heretofore.

Activity in sheep farming continues, but the business is said to be gradually coming under the control of large operators, and is considered to have reached the summit of prosperity, prices being much higher than during any period since 1892.

Ninety miles of new road have been added during the year to the railway lines traversing the State, and its greatest industry, which is mining, has made satisfactory progress; the increase on the output of 1898 being estimated at 2,748,000 dol., for the most part in copper and gold. It is believed that the value of the total mineral yield for 1899 will approximate 18,000,000 dol.

More money from the Eastern States has sought investment in Utah mines during 1899 than during any previous year in the State's history, and many large properties are now being capitalised in eastern centres.

The year 1899 also witnessed a very material advance in coal mining, the output being 815,613 tons, against 673,297 tons in 1898. This coal is worth, on the average, 2 dol. 50 c. a ton, and is chiefly used for making coke, of which product the Pleasant Valley Company's ovens, 120 in number, turned out, at their Castlegate mine, 26,853 tons. New mines have been opened at a place called Sunnyside, where the coal is said to be of a superior quality, and a coke oven of 120 tons capacity will shortly be at work close by.

Mining engineers in Utah make liberal use of the electric force which is produced by enterprising companies from five large water driven plants at various points in the State to the amount of 14,000 h.p., while its value for lighting purposes is equally appreciated by the municipalities.

Some years ago the manufacture of cement was introduced, and the business was carried on with varying success until 1898, when the works were destroyed by fire. Since then they have been rebuilt on an enlarged scale, and the industry is being pushed with vigour. The production for last year amounted to 75,000 barrels, all of which found a market in the State. This cement is said to compare favourably with the best brands of the imported article, and capitalists from San Francisco have been inspecting property in the neighbourhood of the present works with a view to establishing another factory.

A State Board of Horticulture, established in 1897, issued its first biennial report last year, and expressed the opinion that fruit-growing had been much neglected. Hundreds of acres of orchard lands were found which for want of proper attention had become wildernesses of weeds and shrubs, and which did not yield more than sufficient revenue to pay ground tax. But they have changed all that by the distribution of information respecting the cultivation of fruit, and the enforcement of rules for orchard disinfection. The result of their efforts is described as most gratifying. Hundreds of old orchards have been renovated, and the Board believes that Utah ought to become the greatest horticultural State of the Union next to California.

The population of Arizona, based on the school census computed in July, 1899, is estimated to exceed 100,000 persons, the probable increase during the past year having reached 5,000. Territory of  
Arizona.

The mining districts are thought to have received the major portion of this influx although the agricultural valleys have gained also. The total area of the territory amounts to 72,792,500 acres, of which only 10,898,865 have been surveyed and taxed. The traffic of the railroads has materially increased during the past year, and they are continually demonstrating their confidence in

the development of the territory by making improvements to their property of a permanent character. Construction has been commenced or is projected for several branch lines to the mining districts where such facilities were needed, and which are expected to do much to stimulate that industry. 1,452 miles of railway are now in operation in the territory. Of the four chief industries of Arizona, mining, agriculture, horticulture, and stock-raising, the latter continues to hold the second place on the assessment rolls. It appears from the official figures that there are 369,876 cattle, 450,074 sheep, 41,546 horses, 1,281 mules, 1,639 asses, 19,620 goats, and 7,882 swine in the territory, but these figures are said to fall very far short of the actual number, especially in cattle and sheep. As in all other branches of business the past year has been a prosperous one for the graziers. Prices have been well maintained, and the copious rains provided range feed for a much greater quantity of stock than in former years. The policy of improving the grades of live-stock by importing the best blooded animals for breeding purposes has proved very profitable, and the operations of large alfalfa farms for the fattening of calves and beeves is becoming a popular and money making business in the southern valleys. One of the most vexatious problems connected with the cattle and sheep business is that of satisfactorily dividing the ranges between the two classes interested. There is a constant conflict between the owners of cattle and the owners of sheep on account of there being no authoritative method of limiting the respective ranges on the public domain, and no improvement can be expected until some systematic mode of controlling the open ranges has been devised and adopted. One of the most encouraging signs of the times in connection with Arizona is the growth of her agricultural interests which by creating a settled population and certain sources of wealth insure the territory, as a whole, against those excessive fluctuations in population and finance which are so often observed in purely mining communities.

Although but a small percentage of the total area is under cultivation, yet when the actual amount and productiveness of these lands is considered the place of agriculture among the industries of the territory is very important. Arizona has, and always will have, land in excess of the water supply available for irrigation, without which agriculture can, excepting in rare instances, hardly be considered possible. The total amount of land under ditch only amounts to about 450,000 acres and there is not sufficient water in all instances to insure crops, but in time there can be little doubt that the storage and development of water resources will lead to the successful irrigation of a much larger area. The soil of Arizona, as is usual with the soils of arid regions, is rich in the elements of fertility requiring only the ever needful water, combined with skill and industry in management, to secure abundant returns. Water being one of the most valuable resources, its proper conservation and economical use are of prime importance. There are periods of the winter season when but comparatively

little irrigation is necessary, during which the greater part of the entire flow of the streams could, with reservoirs, be held back and stored for use in the spring and summer, thus greatly enhancing its value for the crops during their season of most rapid growth.

Attention is being paid to this need of the territory and several companies have been formed to promote irrigation enterprises which are in course of development or under consideration. Many persons are of the opinion, however, that nothing very effective will result unless financial help can be secured from the Federal Government to build canals and reservoirs under suitable regulations. The most marked advantage in connection with agriculture and horticulture, especially in the southern part of the territory, is the climate. Owing to the peculiar combination of seasons a remarkable variety of crops may be found in the same locality at different times of the year. Strawberries, which flourish in Greenland, may be found on the same land with dates and palms from Sahara, and oranges, lemons and olives from California grow in the neighbourhood of peanuts and sweet potatoes from Virginia. In Northern Arizona many of the more distinctively temperate region crops flourish such as potatoes, apples, and various small fruits. Probably the most important crop is alfalfa (known in Great Britain as lucerne); with at least five cuttings a year possible it is probable that nowhere else in the United States does this plant yield more abundantly. Corn, wheat, barley, oats and many root crops thrive in Arizona. An experimental station has continued its work with sugar beets during the year with fair success. The experience gained, taken in connection with that of beet growers in California, shows the advantage of an irrigated region over one depending for crops upon rainfall, and it is hoped that the results attained may lead investors to establish a factory in Arizona.

For the mining industry the past year has been the most prosperous in the history of the territory and the year's record clearly demonstrates that it is destined to become one of the greatest and most profitable mining sections of the country. The attention of outside investors and prospectors has been enlisted to a greater extent than ever happened before and sales and contracts for sales have been numerous. There has been a notable increase in the production of gold and a remarkable feature has been the revival of silver mining. The building of new railroads has enabled the owners of silver properties to make shipments of ore at a profit and in some sections of the territory silver mining is active and profitable. In copper mining, in the increased capacity of copper smelters, in the location and development of new discoveries, and in the influx of capital from the Eastern States for the purchase of copper mines and prospects, the year has been remarkable; the output of copper has increased at a marvellous rate, and if, as there is every reason to expect, this rate of increase is maintained, Arizona in a very few years will lead the United States in copper



production. The remarkable success of mining ventures in the territory, together with the high price of copper and the active trading in stocks, has afforded speculators the opportunity to sell to over credulous investors a great deal of worthless mining stock, and companies have been organised upon a number of undeveloped prospects and capitalised far beyond any reasonable valuation, and by means of advertising and extravagant misrepresentations have disposed of stock through the Eastern States amounting, it is understood, to several millions of dollars upon which no return whatever can be reasonably expected. No doubt such methods are always more or less practised where mining is active and prosperous, but the abuses became so notorious and so many complaints were made that the Governor felt it his duty in June, 1899, to issue a circular note of warning to the public on the subject.

The territory possesses the largest unbroken pine forest in the United States, covering an area of over 6,000 square miles. The timber is usually found at an altitude of between 5,500 and 7,500 feet. Arizona possesses as fine educational advantages as any State in the Union. It has two normal schools and a thoroughly equipped university, and the common school system is excellent. The Indians on the various reservations have been quiet throughout the year, and there is every reason to believe that Indian depredations and disturbances of any consequence are permanently at an end. One of the surprising and gratifying features of the situation is the substantial progress towards civilisation that is being made by the tribe of Apaches, long considered incorrigible. This is especially true of those in the San Carlos reservation, the construction of a railroad into their neighbourhood having had manifestly beneficial effects.

#### LOS ANGELES.

Mr. Vice-Consul Mortimer reports as follows:—

##### Introductory

The drought from which Southern California has suffered for the last three years remains unbroken, and in consequence the real estate market, which is ordinarily very active here, is at a standstill, and business generally is somewhat depressed. The fruit farmers, who depend largely on irrigation, have not sustained much loss as yet, the principal sufferers being those engaged in general farming. The average rainfall is 16 inches, and for the last three years it has been but a little over 5 inches. The flow of the artesian wells, on which the fruit-growers principally depend, has diminished to some extent, and unless copious rains fall next season the fruit trees in some districts will be injured. Two factors have combined to lessen the blow to the prosperity of this district, which the lack of rain would otherwise have inflicted. One is that the general prosperity throughout the country has brought a very large number of wealthy Eastern

people here, and in other ways has favourably affected conditions in this district, and in the second place, the discovery of immense deposits of oil in the immediate vicinity of this city, and in various places in this district has resulted in a direct gain of several millions of dollars, and in cheapening the cost of fuel has benefited the manufacturing industries. Last year the drought extended over the northern part of the State, and hay was imported from the Eastern States, selling here at over 5/ per ton. This season the northern part of the State has had plenty of rain, and in consequence the farmers here will be able to get supplies at reasonable prices. The lack of rain has had the effect of making the farmers develop water by boring artesian wells, and in this way the supply has been increased 30,000 miner's inches (a miner's inch is the amount of water that will pass through an aperture 1-inch square under a 4-inch pressure). At Fulton Wells, a few miles south of this city, an artesian well at a depth of 325 feet penetrated a very large body of water, and a stream 10 inches in diameter was thrown from 150 to 400 feet in the air. In places outside the artesian belt a great deal of money has been expended in the construction of reservoirs in the mountains, and in this way the supply of water for irrigation has been largely increased. Although the drought has ruined a large number of people, I am inclined to think that the lessons that it has taught have not been too dearly purchased. But for the prolonged drought this district would have experienced the doubtful blessing of that abnormal activity which here is called "a boom." As it is, the indications all point to a great increase in population, in anticipation of the effect of the construction of the Nicaragua Canal. It is well understood here that California fruits could then be taken to Europe in refrigerated steamers for about one-fourth of the present freight charges to New York and Chicago.

Southern California is seeing the rise of a new industrial era, occasioned by improved methods of transmitting electrical power from the mountain streams to the cities, where it is used for lighting purposes, to propel tramways, and in the conduct of industrial enterprises. This new era is only in its infancy at present, and offers great inducements for the intelligent investment of capital. English interests here, both of residents and non-residents, are so extensive that I venture to make the foregoing remarks, and give elsewhere in this report details of what are apparently purely local matters.

The following comparative statements will give some idea of the volume and condition of business here:—

The Los Angeles clearing-house reports clearings (in round numbers) as follows:—

Year.						Amount.
						£
1898	::	::	::	::	::	14,880,000
1899	::	::	::	::	::	18,100,000
Increase .. ..						Per cent. 21½

All property is valued annually by the Assessor in each county for the purposes of taxation. These valuations are about one-third to one-half the amount at which owners are willing to sell. The assessed value of all property in Los Angeles county for the past two years has been as follows :—

Year.						Amount.
						£
1898	::	::	::	::	::	18,180,000
1899	::	::	::	::	::	19,160,000

The other counties in this district show a similar percentage of increase. The Inspector of Buildings for this city reports that permits for new buildings have been taken out as follows :—

Year.						Amount.
						£
1898	::	::	::	::	::	430,000
1899	::	::	::	::	::	450,000

Advice to  
British  
capitalists.

In previous reports I have advised British investors that Municipal bonds, payable in gold, and bearing 5 per cent. interest, and mortgages paying 6 to 7 per cent., were the best investments here for non-resident English people, and I still entertain this opinion. If, however, intending investors will either come here or form exploration syndicates with reliable and competent agents, they will find that there are good openings here for the profitable investment of capital in mining, in oil wells, in storage and sale of water, in the production and sale of electrical power, in building enterprises, and in many other investments. English agents seeking mining investments here have so often been imposed upon by being induced to purchase worked out mines, that English investors are somewhat afraid of Californian mines. If a syndicate, however, were to purchase a number of undeveloped mines, and expend in their development half what they would have to pay for some worked out mines, they would be as successful as in the past they have been unfortunate. An American promoter recently acquired for 3,000*l.* or 4,000*l.* a

mine which has recently been floated on the London market at upwards of 300,000*l.*, and I am advised that the property is considered to be worth the amount realised in London. If this had been picked up by the agent of an exploration syndicate, the profit would have inured to the members generally instead of to one or two individuals. The Governor of Arizona, in order to protect the legitimate mining interests of the territory, recently issued a proclamation denouncing by name a number of fraudulent companies. The danger of imposition is so great in mining matters that I cannot advise British investors to invest in mining property except on the advice of tried experts.

In former reports I devoted a good deal of space to explaining the condition of affairs here for the benefit of persons who thought of settling, and I beg to refer intending emigrants to my reports from 1890 to 1897. This country is passing through a great industrial change, consolidation of every line of industry being now the rule. It will be apparent that the education which formerly fitted a young man to start in business for himself will hardly fit him to take charge of a small portion of some department of a large trust, and in future success here will only be the portion of those who have a thorough business education. The trusts are daily showing that they will only have the very best men in responsible positions.

As stated in my last report, Congress appropriated 600,000*l.* for the construction of a breakwater at San Pedro, the port for this city. The contractors took the work at too low a figure, and have not been able to carry out their contract, and in consequence work has ceased for the present, and preparations are being made by the Government engineer to re-advertise for bids. In the meantime, foreign going ships go to Port Los Angeles, about 16 miles west of this city, where there is a wharf at which they can lie.

I am indebted to the Collector of Customs for the following return of shipping:—

Annex A.—RETURN of all Shipping at the Port of Los Angeles, California, during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	6	8,564	...	...	6	8,564
American ... ..	8	180	14	28,478	19	28,658
Other countries ..	...	...	25	54,506	25	54,506
Total ... ..	11	8,744	39	80,074	50	88,818
„ for the year preceding ...	11	10,231	34	58,489	45	68,720

NOTE.—This return does not include the coasting trade.

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	6	8,564	...	...	6	8,564
American ...	4	72	12	20,818	16	20,890
Other countries ...	...	...	27	54,596	27	54,596
Total ...	10	8,636	39	75,414	49	84,060
„ for the year preceding ...	9	9,737	34	57,999	43	67,736

## Trade and commerce.

I receive a good many catalogues and price-lists and send them to the Chamber of Commerce where they can be seen by the business community. Merchants here, however, who handle British goods tell me that they were first induced to do so by the personal solicitations of commercial travellers, and I am entirely satisfied that this is the only way in which trade can be built up. Half-a-dozen merchants dealing in different products could combine to send an agent to represent them, and they will do more business in that way than by sending a ton of catalogues and price-lists. The Interstate Commerce Commission is now in session in this city adjudicating the conflicting claims of the Los Angeles and St. Louis wholesale merchants. If their decision be in favour of the St. Louis merchants, it may inure to the benefit of English trade, as the Los Angeles merchants declare that in that event they cannot import overland, and must get their goods here by water. For the reasons stated in my last report I think it probable that Los Angeles will be the most important point on the Pacific Coast within a few years time, and in this view of the situation it is of the last importance that British merchants who want to establish connections here should at once give the matter consideration.

## Oranges.

The citrus fruit exported from Southern California during the year ending October 31, 1899, aggregated 10,350 carloads of 10 tons each.

## Vegetables.

The export of vegetables during the same period amounted to 1,151 carloads. The increase in the export of vegetables over the amount of the previous year was about 30 per cent., and the decrease in the export of oranges, occasioned by the drought, was between 25 and 30 per cent.

## Canned fruits.

The Southern California canned fruit pack for 1899 was 450,000 cases. Each case contains 24 cans of 2½ lbs. each.

I am indebted to the Collector of Customs for the statistics of exports and imports in Annexes B and C following:—

## Annex B.—RETURN of Principal Articles of Export from Los Angeles, California, during the Years 1898–99.

Articles.	Value.	
	1898.	1899.
Various .. .. .	£ 1,723	Nil.

## RETURN of Principal Articles of Import to Los Angeles, California, during the Years 1898–99.

Articles.		1898.		1899.	
		Quantity.	Value.	Quantity.	Value.
Coal .. ..	Tons ..	115,593	£ 82,600	159,472	£ 126,163
Cement .. ..	Barrels ..	47,174	14,600	37,297	11,886
Other articles .. ..	..	..	27,100	..	3,915
Total .. ..	..	..	124,300	..	141,964

## Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Los Angeles, California, to and from Foreign Countries during the Years 1898–99.

Country.	Exports.		Imports.	
	1898.	1899.	1898.	1899.
Great Britain .. ..	£ ..	£ ..	£ 94,000	£ 141,964
Other countries .. ..	1,723	..	30,300	..
Total .. ..	1,723	..	124,300	141,964

The population of this city and district is increasing steadily, notwithstanding the depression caused by the drought. The tramways are worked by electricity, and the companies inform me that they have now in operation 120 miles of track. The Los Angeles Railway Company reports an expenditure last year of 50,000*l.* in building a new car house, reconstructing track, &c. Population and industries.

The two principal beet sugar companies in this district report the production of sugar for 1899 at 15,166,000 lbs., and inform me that unless there be more rain soon, the crop this year will be very light. Beet sugar industry.

The City Boiler Inspector informs me that the boiler capacity now in use in this city and vicinity exceeds 30,000 horse-power. 20,000 horse-power is in daily use for the tramway service, manufacturing, and electric lighting. Two companies are now engaged Electric power.

in transmitting electric power, one of which transmits power a distance of 80 miles. The total amount transmitted by these companies is less than 2,000 horse-power. They have a capacity of from 4,000 to 5,000 horse-power, but, owing to the drought, the mountain streams are so low that they cannot work to their full capacity. Efforts are being made to form a company to construct a dam across the Mojave River at Victor, creating a lake 10 miles long by 2 miles wide, and 100 feet deep, the intention being to use the water for irrigation, and the production of electric power for transmission to Los Angeles.

**Free schools.** The Superintendent of Schools reports that there are 27,000 children of school age in the city, of whom 20,400 attend the free schools. Cooking and sewing schools for the girls have been established at the free schools.

**Inquests.** The Coroner reports that he held 257 inquests during the year 1899, nine of which were cases of murder.

**Liquid air.** A factory for the manufacture of liquid air is being constructed here, and most of the machinery has now arrived from the East. The manager informs me that he expects shortly to have it in operation, and anticipates that it will entirely supersede the use of ice for refrigerating purposes.

The oil production of this district for 1899 is estimated at 2,500,000 barrels of 42 gallons each. The estimate for 1900 is 3,500,000 barrels. Hundreds of companies are being formed to bore for oil, the records showing as many as five in one day. In one field in this district there are 150 companies, with a nominal capital of 6,000,000. The demand for boring apparatus has been so great that there are now no boring outfits for sale, and would-be producers are now waiting for the arrival of apparatus from the Eastern States. Light oil of 34 gravity Beaume has recently been discovered in the Whittier field just south of Los Angeles. Notwithstanding the great increase in production, the demand follows very closely, the requirements of the two great railroads being sufficient to absorb the surplus. The sugar factories alone consume upwards of 500,000 barrels per annum. The Southern Pacific Company inform me that 20 per cent. of the engines on this division are burning oil, and that they are increasing the number of oil-burning engines. The general manager of the Santa Fé Pacific informs me that all the locomotives on the Southern California branch are equipped for burning oil, and that they are now converting the coal-burning engines on the road to San Francisco.

**Public works.** The Union Pacific Railroad is constructing a line to connect Salt Lake City and Los Angeles, and the Southern Pacific has now purchased the Carson and Colorado Railroad in order to form a cut-off overland line between Southern California and the East by way of Ogden. To do this about 150 miles will have to be constructed between Mohave and Keeler. This will give Los Angeles two competing lines through the rich mining and agricultural country between this city and Salt Lake.

**Agriculture.** The Secretary of the State Board of Horticulture informs me

that no report has been issued by his board for the past two years, but that reports on olive culture and citrus fruits will be issued shortly. The publications of this board are invaluable to the fruit farmers, and should be in the possession of all persons who intend engaging in that industry. Very great care is taken to prevent the spread of injurious insects. Inspectors are required to make plans of infected orchards, showing the exact location of each infested tree, and as a result of the careful work of the inspectors, great success has attended their efforts. 28 orchards in Riverside county which in 1897 had a total infection of 1,609 trees, had in 1899 only 433, a reduction of over 73 per cent. Full information about the orange industry will be found in my reports from 1892-97.

In my last report I stated that a theory had been advanced Climate. that the protracted drought from which Southern California is suffering had been occasioned by a change in the course of the Japan current, the Chief of the Weather Bureau in San Francisco being of opinion that the stream of warm water which flows northerly from the Equator, along the east coast of Japan, was, for some unexplained cause, flowing several hundred miles further north than usual, and that in consequence when it reached the Californian coast it was some degrees colder, and occasioned a cold dry winter. When the sea is colder than the land, as is the case here in summer, we have no rain, and when the land is colder than the sea, as is ordinarily the case in winter, we have an average rainfall of 16 inches. There is no accurate record of the temperature of the Aleutian Islands. Such records as there are, however, indicate that when it is abnormally warm there in winter, the weather has been cold and dry in California. Accurate records are now being kept, and within a few years it will probably be possible to foretell dry seasons and to prepare for them.

#### SAN DIEGO.

Mr. Vice-Consul Albu reports as follows:—

Notwithstanding the poor rainfall of 1898 and the two pre-Introductory ceding years, the town and county of San Diego have made fair remarks. progress during the past year, which also witnessed a great expansion of the shipping capabilities of the port.

Two lines of steamers plying from San Diego to foreign ports, in connection with the Transcontinental Railway (Santa Fé) to the East, have been established and put in successful operation. One, the California and Oriental Steamship Company, whose vessels make return trips from this port to Hong-Kong and Yokohama, via Honolulu; the other, the "Kosmos," a German line, whose steamers run from Hamburg, touching at ports in South and Central America and Mexico. San Diego forms a most advantageous point from which products from the above-mentioned countries can be brought and shipped to the industrial cities of



Trade and  
commerce.

the Atlantic seaboard and Middle-West, the Mississippi Valley, and cotton States of the South. This port is at present the shortest route for cotton shipments from the South to the Far East.

Owing to poor harvests, no grain shipments were made to the United Kingdom during the past year. The general trade of the port shows a marked increase for 1899. The imports exceed those of the previous year by 50,098*l.*, and the exports by 495,055*l.*, these figures being mainly due to the newly-developed trade with Hong-Kong and Japan by the California and Oriental Steamship Company. Coal importations show a decrease of 5,085*l.*, and cement an increase of 1,236*l.*, one cargo coming from Hamburg, the remainder from the United Kingdom. The coal importations from British Columbia are valued at 10,457*l.*; from England, at 3,546*l.*; and Australia, at 2,630*l.*

The following tables show the amount and principal articles of exports and imports for 1898-99 :—

RETURN of Principal Articles of Export from San Diego during the Years 1898-99.

Articles.	1898.			1899.		
	Quantity.	Value.		Quantity.	Value.	
	Bushels.	£	s.	Bushels.	£	s.
Barley .. ..	73,762	7,139	4	5,173	567	12
Wheat .. ..	22,699	3,646	8	1,246	238	4
Flour .. ..	..	..	..	..	10,091	12
Tobacco .. ..	..	..	..	..	588	8
Cotton .. ..	..	..	..	..	355,816	0
Agricultural implements	..	420	16	..	110	0
Manufactured iron and steel .. ..	..	6,130	4	..	19,300	12
Beer .. ..	..	..	..	..	14,883	4
Wine .. ..	..	158	0	..	247	4
Fruit and nuts .. ..	..	327	4	..	327	0
Telegraphic instruments	..	..	..	..	323	4
Machinery .. ..	..	..	..	..	2,257	0
Beef .. ..	..	..	..	..	8,872	0
Wire .. ..	..	..	..	..	19,628	12
Powder and explosives	..	272	16	..	685	4
Lumber .. ..	..	1,484	16	..	1,423	4
Lime and cement .. ..	..	85	4	..	..	..
Coals .. ..	..	39	4	..	..	..
Other articles .. ..	..	8,723	8	..	98,123	8
Total .. ..	..	28,427	4	..	523,482	8

RETURN of Principal Articles of Import to San Diego during the  
Years 1898-99.

Articles.		1898.		1899.	
		Quantity.	Value.	Quantity.	Value.
Coal ... ..	Tons	33,520	£ 21,719 4	25,934	£ 16,633 16
Cement ... ..	Casks	48,760	14,040 8	47,730	15,277 0
Silk ... ..	...	...	...	...	13,599 0
Tea ... ..	Lbs.	...	...	55,095	1,804 4
Rice ... ..	...	...	...	1,107,916	4,707 12
China and Japan ware...	...	...	...	...	29 12
Mating ... ..	...	...	...	...	1,947 0
Jute and fibre ... ..	...	...	...	...	38 12
Stock ... ..	Number	1,731	3,181 16	...	7,937 0
Guano and fertilizers ... ..	Tons	6,460	7,129 12	...	1,131 12
Bullion ... ..	...	...	10,642 16	...	16,972 4
Other articles ... ..	...	...	4,070 16	...	20,745 8
Merchandise entered for ware- house and duties paid else- where ... ..	...	...	...	...	10,059 16
Total ... ..	...	...	60,784 12	...	110,882 16

TABLE showing Total Value of all Articles Exported from and  
Imported to San Diego, California, to and from Foreign  
Countries during the Years 1898-99.

Country.	Exports.		Imports.	
	1898.	1899.	1898.	1899.
	£ s.	£ s.	£ s.	£ s.
Great Britain and British Possessions ..	9,958 12	25,106 8	35,547 8	44,260 8
China and Japan ..	...	462,275 4	...	30,181 8
Mexico .. ..	17,231 4	27,441 16	20,997 8	29,418 4
Not classified .. ..	1,237 8	8,659 0	4,239 16	7,022 16
Total .. ..	28,427 4	523,482 8	60,784 12	110,882 16

The following table gives the number and nationality of the  
vessels which entered and cleared at this port during the past  
year :—

RETURN of all Shipping at the Port of San Diego, California,  
U.S.A., during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	7	14,153	86	50,961	93	65,114
American ... ..	74	2,173	91	104,916	165	107,089
Other countries ... ..	1	394	4	8,650	5	9,044
Total ... ..	82	16,720	181	164,527	263	181,247
“ for the year preceding ... ..	70	15,870	183	138,701	253	154,571

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	8	16,261	86	50,961	94	67,222
American ... ..	56	3,009	24	27,288	80	30,295
Other countries ..	3	2,836	4	6,333	7	9,220
Total ... ..	67	22,155	114	84,582	181	106,757
„ for the year preceding ...	70	22,016	88	32,809	158	54,825

Shipping and navigation.

The number of British ships calling at the port during 1899 amounted to 93 entries and 94 clearings. Of these 86 were steamers and eight sailing vessels. These figures are largely in excess of those of any previous year, and are accounted for by the British vessels employed by the California and Oriental Steamship Company, and in the British Columbia coal trade.

California and Oriental Steamship Company.

The California and Oriental Steamship Company first entered upon its trade between San Diego and the Far East with three steamers. Although this number has been increased until the line has doubled its number of vessels and nearly trebled its tonnage, and is running approximately a monthly service, yet at the departure of each steamer there is always freight on the dock in excess of what can be carried. The California and Oriental Steamship Company have five vessels under the British flag.

The Kosmos line.

The "Kosmos" is a German line, whose vessels start from Hamburg, and call at ports in South and Central America and Mexico, thus placing these points in commercial touch with San Diego and San Francisco. This line has only just been put in operation, the first steamer having reached this port in December, and invades the field long held by the Pacific Mail. The Company has a fleet of six large steamers and has established a monthly service between Hamburg and California. Under an agreement with the Santa Fé Railway the steamers will discharge all eastern cargo and passengers at this port.

Pacific Coast Steamship Company.

The Pacific Coast Steamship Company has done a fair business from this port to San Francisco, having brought 20,500 tons of cargo from San Francisco and northern ports and taken away 11,500 tons. These figures show an increase of 80 per cent. as compared with the previous year.

Lower California Development Company.

The value of goods shipped into Lower California, Mexico, by the British steamship "St. Denis," owned by the Lower California Development Company, was 20,695*l.* 12*s.*, while for the previous year the total was about 12,000*l.*

Zuniga jetty.

The Government has awarded the contract for an extension of the Zuniga Jetty at the entrance of the harbour, to cost 13,000*l.* The jetty, when completed will extend 7,200 feet due south from the western point of North Island, parallel to Point Loma, and directly east of it, its purpose being to concentrate the tide across the outer bar, and thus deepen the entrance.

Seamen's wages ruled from 3*l*. to 3*l*. 10*s*. per month.

The following notices to mariners, viz., No. 236, of 1899, in regard to San Diego Beacon Light No. 3 $\frac{1}{2}$ , was issued by the Treasury department of the United States on December 9, 1899. and No. 2, of 1900, in regard to La Playa Light Station, was issued by the same authority on January 5, 1900:—

Seamen's  
wages.  
San Diego  
Beacon Light,  
No. 3 $\frac{1}{2}$ .  
La Playa  
Light Station.

" Notice to Mariners (No. 236, of 1899).

" United States of America—California.

" Treasury Department,

" Office of the Lighthouse Board,

" Washington, D.C., December 9, 1899.

" SAN DIEGO BAY, BEACON LIGHT NO. 3 $\frac{1}{2}$ .

" Notice is hereby given that on or about December 15, 1899, a fixed white lantern light will be established on the structure recently erected in 6 feet of water (low tide) on the north-westerly side of the channel of San Diego Bay, about  $\frac{3}{4}$  of a mile south-easterly from Fishermans Point in place of the former day beacon marked 'B' on Coast and Geodetic Survey Chart No. 5106.

" The focal plane of the light will be 24 feet above mean high water.

" The structure consists of a cluster of four piles surmounted by a square lamp-house painted black, with '3 $\frac{1}{2}$ ' in white on each side.

" Bearings of prominent objects from the structure, as taken from the above-named chart, are:—

" Beacon No. 6 Light, E.N.E.  $\frac{3}{4}$  E.

" Coronado Hotel tower, S.E. by E.  $\frac{1}{2}$  E.

" Ballast Point Lighthouse, S.  $\frac{1}{4}$  W.

" Bearings are magnetic and given approximately.

" This notice affects the 'List of Lights and Fog Signals, Pacific Coast, 1899,' page 10, after No. 4, and the 'List of Beacons and Buoys, Pacific Coast, 1898,' page 12.

" By order of the Lighthouse Board.

" FRANCIS J. HIGGINSON,

" Rear-Admiral, U.S. Navy, Chairman."

" Notice to Mariners (No. 2, of 1900).

" United States of America—California.

" Treasury Department,

" Office of the Lighthouse Board,

" Washington, D.C., January 5, 1900.

" LA PLAYA LIGHT STATION.

" Notice is hereby given that on or about January 21, 1900, the fixed white lens-lantern light at this station, on La Playa

Point, westerly side of the channel in San Diego Bay, will be moved about 380 feet to the southward and eastward of its present position, and established 28 feet above mean high water on top of the storehouse on the outer end of the Quarantine wharf.

"Bearings of prominent objects from the proposed position of the light, as taken from Chart No. 5106 of the United States Coast and Geodetic Survey, are:—

"Beacon No. 6 Light, N.E.  $\frac{1}{2}$  E.

"Coronado Hotel tower, E. by S. southerly.

"Ballast Point Lighthouse, S. by E.  $\frac{3}{4}$  E.

"The structure from which the light is now shown will be left standing as a day mark.

"On the same date there will be established on the end of the Quarantine wharf a bell to be struck by machinery during thick or foggy weather a single blow every three seconds.

"Bearings are magnetic and given approximately.

"This notice affects the 'List of Lights and Fog Signals, Pacific Coast, 1899,' page 10, No. 4, and the 'List of Beacons and Buoys, Pacific Coast, 1898,' page 12.

"By order of the Lighthouse Board.

"FRANCIS J. HIGGINSON.

"Rear-Admiral, U.S. Navy, Chairman."

**Population  
and  
industries.**

The building permits issued during the past year amounted to 48,767 $\frac{1}{2}$ , an increase over the year preceding of 21,151 $\frac{1}{2}$ . The total number of permits issued was 196 against 138 for the year 1898.

A public library is about to be erected in the city. An addition will also be made to the State Normal School to cost 7,000 $\frac{1}{2}$ .

The total assessed valuation of all property in the county with the exception of railroads is 3,634,982 $\frac{1}{2}$ , of which 3,434,152 $\frac{1}{2}$  is real and 200,830 $\frac{1}{2}$  personal. Franchises not assessed by State Board of Equalisation and Wharves, 12,700 $\frac{1}{2}$ . Railroad rolling stock not assessed by State Board of Equalisation, 32,620 $\frac{1}{2}$ . This year's valuation is about 10 per cent. lower than last year.

**Public health.**

On an estimated population of 22,210 (Census of 1898) the percentage of deaths in San Diego is 7.65 per 1,000, classified as follows:—

	Number of Deaths.
General diseases .. .. .	37
Nervous system .. .. .	31
Circulatory system .. .. .	27
Respiratory system.. .. .	23
Digestive system .. .. .	17
Urinary system .. .. .	8
Generative system .. .. .	2
Unclassified.. .. .	10
Violent causes .. .. .	15
Total .. .. .	170

The mean temperature for the year, 60.2 degrees, was Weather. 1.9 degrees below normal. The highest temperature, 98 degrees, occurred on two dates, April 20 and October 8; the lowest temperature, 34 degrees, on April 6. The mean relative humidity was 73 per cent.; total rainfall, 6.08 inches, or 4.43 inches below normal.

The progress that has been made in the fruit industry will be Fruit best appreciated by a comparison with the past. Taking the industry. Assessor's figures as given in the summer of 1896, during the three years that have passed, the horticulturists of San Diego county laboured under the handicap of two dry seasons. Yet the gain that has been made is great, and in the cases of some fruits the increase is very marked.

In lemons, generally regarded as the most promising branch of Lemons. the fruit industry of San Diego County, the gain has been most remarkable. In 1896 the County Assessor returned 40,000 bearing lemon trees and 334,800 non-bearing, a total of 374,800 trees. This year's report shows 96,400 bearing lemon trees and 322,300 non-bearing, a total of 418,700 trees. In the first place, it will be noted that during the three years 43,900 new trees have been added to the county's lemon orchards, an average of over 14,600 trees annually. But the really important gain is the fact that the increase in the number of bearing trees is 140 per cent. in three years. It may be added that in 1896, from the 40,000 lemon trees then in bearing, San Diego shipped 228 carloads of fruit, while during the first six months of 1899 the shipments were 259 carloads in spite of the previous dry season. The aggregate of the year is considerably more than double that of 1896.

In oranges, of course, no such gain as in lemons was to be Oranges. expected. In view of the question of over-production of oranges and the vast acreage of this fruit in Southern California, and the further fact that the frostless belt along the Bay of San Diego is especially adapted to lemons and can be most advantageously utilised in their culture, the cultivation of the latter has had the preference with fruit growers in this county. Nevertheless, San Diego now has over 59,000 bearing orange trees, a gain of over 10,000 over three years ago, and there are over 64,000 non-bearing trees.

**Grape fruit.** This branch of the fruit industry is comparatively new in San Diego County. In 1895 scarcely a beginning had been made in growing grape-fruit. In 1896 the Assessor reported 900 bearing trees and 10,000 non-bearing trees. This year the return is 2,550 bearing trees and 17,650 non-bearing trees.

**Olives.** Another very substantial gain is found in olives. In 1896 there were 22,000 bearing olive trees in this county and 94,000 non-bearing trees. This year the figures give 29,650 bearing trees and 98,000 non-bearing trees. When it is remembered that the olive tree grows so slowly that a good orchard requires many years, the addition of 7,650 trees to the productive class is a very large increase for a period of three years.

**Cherries.** In 1896 there were only 1,900 bearing cherry trees and 2,800 non-bearing trees. Now there are 2,640 bearing trees and 33,150 non-bearing trees; that is to say, an average of over 10,000 cherry trees have been set out annually during the past three years.

In other fruits, too, there has been a substantial increase in production, as is shown by the addition of many thousand trees to the bearing class during the past three years. In round numbers these additions are:—Apples, 12,000 bearing trees; peaches, French prunes, and apricots, 10,000 each.

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DIPLOMATIC AND CONSULAR REPORTS.

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UNITED STATES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND AGRICULTURE OF THE STATE  
OF OREGON, &c.

---

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2295.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
AUGUST, 1900.*

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No. 2510.

Annual Series.

*Reference to previous Report, Annual Series No. 2295.*

*Report on the Trade, Commerce, and Agriculture of the Consular District of Portland, Oregon, for the Year 1899*

By MR. CONSUL LAIDLAW.

(Received at Foreign Office, July 16, 1900.)

All reports agree that the trade of this Consular district during the year was healthy, though the exports show a very great falling-off as compared with the previous year, and prices of produce were in most instances lower. There was a scarcity of vessels to carry the grain and a disposition on the part of farmers to hold their wheat. In consequence there has been a large carry over into the new year. Commercial failures in this district were few, the liabilities representing only 280,222*l.* for the three States. Introductory remarks.

Mining has taken a great impetus of late years and is rapidly becoming one of the chief sources of wealth in the State of Oregon, as it has been the mainstay of Idaho for many years.

For convenience, all calculations throughout this report are made at the exchange of 5 dol. to the 1*l.*

There was only a slight increase in the value of direct imports through the custom-house, but the transit trade from Japan and China was much larger than in 1898. The great volume of the import in all the finer goods of foreign manufacture comes by rail from the Eastern States and a considerable proportion from San Francisco, and as duties are usually paid at port of entry the values do not, of course, appear in the Annexes B and C which give details as far as practicable. Import trade.

On reference to these Annexes it will be seen that the highest value is in the Japanese trade, the principal articles of which, including entries in transit, were: silk, 111,955*l.*; rice, 20,710*l.*; curios, 7,992*l.*; tea, 129,385*l.*; matting, 33,454*l.*; kaolin, 1,256*l.*; sulphur, 1,261*l.*; coal, 900*l.*; strawbraid, 10,553*l.* The goods received from British India and East Indies were principally bags, bagging, and other manufactures of jute, 41,500*l.*; coffee, 2,274*l.*; spices, 796*l.*; tea, 721*l.* From Chinese ports raw and waste silk, 22,199*l.*; tea, 14,413*l.*; and from Hong-Kong (amongst other articles) sugar, 9,301*l.*; rice, 9,148*l.*; manila fibre, 2,219*l.* Imports by countries compared. Japan. India. China. Hong-Kong.

The receipts from the Philippine Islands consisted of raw hemp and fibre. Philippines.

- Great Britain.** In direct imports from European countries Great Britain is pre-eminent, though there was a slight falling-off; the chief articles were earthenware, 10,515*l.*; coal, 674*l.*; spirits, 1,178*l.*; malt liquors, 2,072*l.*; salt, 640*l.*; cement, 3,945*l.*; soda ash, 924*l.*; woollens, 900*l.*; cordage, 1,385*l.*; cutlery, 433*l.*; pig-iron, 616*l.*; paper stock, 728*l.*
- Germany.** German trade has increased principally in the item of cement, value of which was 10,234*l.*; other articles were earthenware, 1,523*l.*; knitted goods, 733*l.*; toys, 1,563*l.*; bar iron, 470*l.*; and small quantities of salt, chloride of lime, &c.
- Belgium.** Imports from Belgium were somewhat less, and consisted principally of cement, 8,614*l.*; window glass, 7,302*l.*; a small quantity of salt was also received. American glass is more greatly used than the Belgian article.
- Sweden.** Iron to the value of 1,503*l.* was received from Sweden.
- British trade.** Articles of British trade which can be imported or in number.
- Tin-plates.** are now entirely superseded by the American heavy import duty.
- Salt.** a diminishing quantity, being driven out by by Californian salt put up in sacks with brands and sold much lower than it can be
- Caustic soda.** trade is now practically supplied by the
- Cement.** A large and satisfactory business was done in cement, but only 17 per cent. was British, 31 per cent. Belgian, and 52 per cent. German. Best grades sold at an average of 11*s.* 6*d.* per cask, and second grades at 10*s.*
- Earthenware.** The imports of earthenware from Great Britain were somewhat larger than last year, while those from Germany were smaller.
- Fire-brick.** There is a steady demand for fire-bricks, and every ship loaded in England brings more or less of these. Average selling price 6*l.* 15*s.*
- Jute bags and bagging.** The large trade in jute bags and bagging formerly done with Dundee is now monopolised by India. The consumption of this district during 1899 was fully 16,500,000 bags and 550,000 yards of hop-cloth. The average market price for standard bags was high, averaging 1*l.* 5*s.* 6*d.* per 100 bags, against 19*s.* the previous year. Some 1,500,000 bags were manufactured at the Washington Penitentiary Mill.
- Coal trade.** There was more foreign coal imported than in 1898, and better prices were obtainable, but the margin of profit is cut very small. The bulk consists of domestic coal and receipts were as under.

From—	Quantity.
	Tons.
Australia .. .. .	8,422
Japan .. .. .	2,323
Great Britain .. .. .	887
British Columbia .. .. .	415
Germany .. .. .	110
Coast mines by rail .. .. .	57,662
Total .. .. .	69,819

NOTE.—Australian coal averaged 21s. 6d. per ton.

Very little foreign hardware is now imported, but sheep shears and high grade knives of British make are still sold to some extent. Razors and medium to low grade cutlery are usually German; scytheblades and reaping hooks of German make are exposed for sale, but the business is not large. There was formerly a large trade with British manufacturers in flax twine for nets, but owing to the tariff which admits the raw flax at a very low rate as compared with the manufactured article and also to a control of the business through a trust, the trade is now supplied from American mills, largely, however, owned by British manufacturers.

In all the finer grades of linen damasks, sheetings, &c., the British manufacturer still holds the trade, but German goods are said to be improving and meet the demand for showy and cheaper goods. The great bulk of the trade in hosiery and underwear is either German or American, but the finest grades are British or French.

In high-class worsteds, tweeds, and waterproofs the British Woollen manufacturer has held his own, though goods equally fine in texture and design are made in some of the American mills, and Belgian and German mills are close competitors in broad-cloths and dress goods. The rise in price of woollens has increased the demand for lower grades of goods made by local and eastern mills.

Canvas padding is being largely imported from Japan.

The decrease in value of total exports was about 43 per cent. and was consequent not so much upon a lesser production of wheat as upon the ability of farmers to hold over rather than sell at lower prices and also upon the scarcity of tonnage.

Canvas padding.  
Export trade decreased 43 per cent.

The value of timber and barley exported was more than twice as much as in 1898.

In 1898 there was a very large trade done in newspaper to Paper. Japan which was rushed into that country to avoid the heavy duty imposed, and in consequence the business was small last year.

There was very little cotton shipped through this port but Cotton. there was a large export of cotton cloth in transit to China.

The stock of wheat carried over into 1899 was large and Wheat. shipping continued during every month of the year. The crop of

last year was lessened by damage from rain during harvest, and the quality was not equal to that of the previous year.

Market prices at beginning of the year were about 5s. 2d. per cental but slowly declined, and at the close of the year Walla Walla wheat was quoted at 3s. 7d., the average for this grade of wheat for the year being only 4s. per cental, against 4s. 10d. in 1898, and 5s. 4d. in 1897. Valley or Oregon and blue stem commands about 2d. per cental more. Shipments coastwise from this port, in addition to the quantity shown in Annex B, were 407,076 bushels valued at 47,550l. In 1898, 1,361,050 bushels were so shipped. The total exports of wheat to foreign countries from this Consular district amounted to 11,934,324 bushels, of which 6 per cent. went to South Africa, 4 per cent. to Belgium, about 1 per cent. to Peru, and the rest to Great Britain.

In 1898 the foreign exports from the district were 19,692,100 bushels. The year closed with large stocks in farmers' hands, who have been unwilling sellers at prices realised.

Flour.

There was a lessened export of flour, the total from this port to foreign countries and California being 927,142 bushels valued at 518,220l.; last year these shipments were 1,106,148 barrels.

Prices of flour were pretty steady throughout the year, the average being about 11s. 6d. for roller extras and 8s. 4d. for superfines per barrel, which is very much lower than the previous year.

The following table gives the destination of flour shipments to foreign countries during the last three years:—

To—	Quantity.		
	1899.	1898.	1897.
	Barrels.	Barrels.	Barrels.
Great Britain .. .. .	154,880	233,353	179,804
Hong-Kong and Chinese ports	279,423	324,551	180,976
Japanese ports .. .. .	112,994	140,627	59,523
South African ports .. ..	86,680	69,677	50,900
Siberia .. .. .	21,250	51,237	..
Other ports .. .. .	415	1,187	4,547
Total .. .. .	655,592	820,632	445,750

The total shipments of flour from the entire Consular district to foreign countries were 1,246,304 barrels, against 1,879,631 barrels in 1898.

Barley.

Nearly all the barley noted in Annex B was shipped to the United Kingdom. Average value during the year was 4s. f.o.b. for good malting and 3s. 6d. per 100 lbs. for feed.

Hop trade.

Stocks of old hops on hand at the beginning of the year were very light, and before the new crop was ready for market were nearly all disposed of. The crop of 1899 in Oregon was 78,000 to 80,000 bales of 180 lbs., and that of Washington 37,500 bales. Some authorities give the Oregon product as high as 85,000 bales.

Much damage was done by rains during harvest, and blue mould rendered a large proportion unmarketable. There was a combination of growers to hold their hops, which resulted disastrously and prices were very low. At the close of the year the stocks were very heavy and the business has been unprofitable. Early in the year some growers contracted as high as 6d. per lb., but generally they refused to sell. In October there were sales at 4d. to 5½d., and at the close of the year sales were made at 3d. with most of the new crop held in hand. Mouldy hops sold at nominal figures.

The year opened with very heavy stock of wool in warehouses and hardly any demand, but before shearing began as high as 15 c. (7½d.) was being offered for Valley wool. In July there were large sales of Eastern Oregon wool at as high as 7d., and by December there was little wool left in the State, and up to 9½d. to 10d. had been paid for Valley. Eastern Oregon ranged from 6d. to 7d. The clip of Oregon was between 18,000,000 and 19,000,000 lbs., 5 per cent. of which was Valley wool.

Idaho produced 12,000,000 lbs. and Washington 6,700,000 lbs. Condition was good. Production of mohair is increasing and will in time become important. There was a good demand at prices averaging about 1s. 6d. per lb. The clip was not less than 200,000 lbs. The above estimates are probably rather under the actual product of wool.

Home consumption of wool was about 1,750,000 lbs.

The trade in salmon is fully reported upon by the Vice-Consuls at Astoria, Seattle, and Tacoma, whose reports are annexed. The pack of the Columbia River was much smaller than in 1898, and the average prices of first-class Columbia River spring catch were 5s. to 5s. 2d. per dozen for 1-lb. talls, 5s. 8d. for 1-lb. flats, and 3s. 6d. for ½-lb. flats. Fall catch from 4s. 5d. for chinooks, 3s. 9d. for silver, and 2s. 10d. for chums per dozen talls. I give the following summary of this business throughout this district for the last two years:—

	1899.		1898.	
	Quantity.	Value.	Quantity.	Value.
	Cases.	£	Cases.	£
Columbia River (spring)—				
Oregon .. .. .	233,218	252,528	309,780	281,900
Washington .. .. .	61,490	66,751	90,915	82,460
Columbia River (fall)—				
Oregon .. .. .	34,567	31,110	66,689	48,892
Washington .. .. .	10,580	9,765	14,127	9,386
Other rivers and bays in Oregon ..	74,932	54,308	85,309	56,079
Grays Harbour, Washington ..	18,000	13,680	12,100	8,712
Willapa Harbour, ..	17,000	12,920	21,420	15,402
Puget Sound (spring), Washington	517,900	455,750	272,400	217,920
(fall) .. .. .	353,600	212,160	152,600	106,820
Total .. .. .	1,321,287	1,108,970	1,025,290	822,481

Wool trade,

Fish trade.  
Salmon,  
tinned.

**Fish, fresh and salt.**

Considerable business is done in fresh salmon, frozen and shipped by rail East in refrigerator cars thence to Hamburg. Shipments of salmon, sturgeon, and halibut were much smaller than during 1898.

**Chittim bark.**

Cascara Sagrada or Chittim bark is shipped in some quantity. It is sold at about 11*l* per ton but some sold as low as 6*l*.

**Horse meat.**

Horse meat, pickled, was shipped in some quantity to Germany and Belgium where there is a demand. There is an abattoir here which kills a large number of range horses annually.

**Timber trade.**

On reference to Annex B, it will be noticed that the export of timber to foreign ports from this port, though small, was nearly double that of 1898. Shipments were sent to the following markets:—China and Japan, 19,505*l*; Siberia, 4,431*l*; Germany, 3,584*l*; Mexico and Central America, 1,577*l*; Philippines, 2,207*l*; Australia, 2,033*l*. The coastwise shipments out of the Columbia River are given as 31,866,012 feet, and the rail shipments as 8,156 carloads of timber, and 475 cars of shingles. The trade in other parts of this district is given in the reports of the Vice-Consuls. During the year ending June 30, 1899, Grays harbour shipped:—To foreign ports 32 cargoes, 13,883,000 feet B.M., and to coast ports 228 cargoes, 82,167,000 feet B.M.

A special report of the geological survey gives the timbered area in Oregon as 45,441 square miles, and estimates the amount of timber as 234,653,000,000 of feet B.M. Deducting the logged and burned area in Washington the same report gives 10,843 square miles containing 114,778,000,000 of feet B.M. of standing timber. Idaho claims to have 7,000,000 acres of timber.

**Insurance.**

The report of the State Insurance Commissioner contains the following statement of the insurance business in the State for 1899:—

	Premiums.		Losses Paid.	Net Premiums.	
	Gross.	Returned.		1899.	1898.
	£	£	£	£	£
Fire insurance companies	257,190	47,287	72,925	136,978	109,357
Life and accident ..	166,988	10,015	50,837	106,136	68,251
Marine and miscellaneous	22,284	218	8,590	13,476	26,798

Additional laws were passed regulating the business of fire insurance, particularly as to appointment of agents and licenses, and prohibiting the writing of insurance by non-resident agents or companies which have not complied with the laws referred to in my last report (Annual Series No. 2295). Mutual Fire Insurance Companies are also subject to stringent regulations.

**Banks.**

The financial condition of the National Banks in the three States embraced in this Consular district was on June 30 as under:—

States.	Number of Banks.	Capital, Surplus, and Undivided Profits.	Deposits.	Loans and Discounts.
		£	£	£
Oregon .. ..	28	748,984	2,280,009	1,222,852
Washington .. ..	31	858,678	3,474,800	1,760,808
Idaho .. ..	9	174,788	613,704	225,624
Total .. ..	68	1,777,395	6,368,513	3,209,284

The deposits in the banks here have largely increased during the year and the money market has been very easy. On September 7 deposits in the National Banks of the three States had increased to 6,799,273*l*. Deposits in foreign and States banks were estimated at 3,155,000*l*.

The following are the clearing-house returns of the past two years at Portland :—

Clearing-house returns.

				Amount.	
				1899.	1898.
				£	£
Clearances .. ..	..	..	..	18,330,446	18,744,324
Balances .. ..	..	..	..	3,483,138	3,740,566

During the year exchange was generally low though higher than in 1898; the average rate for 60 days commercial bills was 4 dol. 82 c. from January to March; April to June, 4 dol. 83 c.; July to September, 4 dol. 81 c.; and October to December, 4 dol. 80 c. per *l*. Exchange.

The proportion of British tonnage in the foreign trade was 77 per cent., and of German 15 per cent. In 1898 the relative proportions were 79 per cent, and 13 per cent. Several steamers, some of them British, were engaged as transports between this port and Manila. Shipping and navigation.

The average rate of freight of all vessels loading grain and flour for orders to the United Kingdom with usual option was 36*s*., and to South African ports 40*s*. 9*d*. Freights.

Nearly all charters were made prior to arrival, highest rate of the season to United Kingdom having been 42*s*. 6*d*. and lowest 27*s*. 6*d*. Timber freights were 60*s*. United Kingdom and Hamburg direct; 62*s*. 6*d*. Freemantle; 47*s*. 6*d*. to 52*s*. 6*d*. other Australian ports; 38*s*. 6*d*. to 42*s*. 6*d*. Peru; 62*s*. 6*d*. to 64*s*. 6*d*. South African ports; Shanghai, 50*s*.; Taku, 57*s*. 6*d*.; Newchwang, 60*s*.; and Port Arthur, 60*s*.

Tonnage engagements during the last three years, exclusive of coasting voyages, were as under:—



Cargoes.	Tons Register.		
	1899.	1898.	1897.
Grain and flour.. ..	160,962	223,129	140,117
Timber .. ..	24,643	12,936	17,596
Miscellaneous .. ..	..	4,706	3,176
Total .. ..	185,605	240,771	160,889

Coasting traffic in lumber, &c., was, I believe, very profitable during the year.

#### Crimping.

The ports in my district have an unenviable reputation as regards crimping; the statutes are evaded in nearly every case, and the crimps grow rich by their extortions from shipmasters and sailors. No improvement is likely until the arrest of deserters is made compulsory, and shipowners instruct their masters to make some stand for their rights under existing laws even at the cost of some delay and inconvenience. Seamen were scarce during the year and crews were often filled up with novices at high wages, but it must be said that the crimps did not press their advantage to the fullest extent. Wages were generally 5/ for A.B.'s and 4/ for O.S., very often shore men. A bonus was exacted in every case of at least 7/ per man and one month's allotment paid in addition. The United States Allotment Law does not protect the seaman in any degree. The bonus now demanded (May, 1900) is 21/ per man, and unless steps are taken to prosecute the crimps, which cannot be done without the evidence of the shipmasters, who are afraid to give the information, I should not be surprised if 30/ per man were paid in the near future. In a recent instance it cost one vessel 427/ for 14 men.

The following gives the number and changes in crews of British vessels as appears from the records of this Consulate during the year:—

	Number.
Total number of crews .. ..	2 611
Deserted .. ..	524
Discharged .. ..	124
Engaged .. ..	626
Deaths reported .. ..	3
Sent to hospital .. ..	24

The percentage of desertions to number of crews was 8 per cent. in 1896, 15½ per cent. in 1897, 19½ per cent. in 1898, and 20 per cent. in 1899. The percentage of desertions from sailing vessels is much larger than from steamers.

The London Missions to Seamen Society has opened an <sup>Seamen's</sup> Institute during the year, and its effect upon the seamen has been <sup>Institute.</sup> good. While formerly desertions of apprentices were common, they are now very rare. I commend this institution to the financial support of the British shipowner as a good investment.

The casualties to British ships in this district have been <sup>Wrecks and</sup> slight, with exception of the loss of the "Andelana," which <sup>casualties.</sup> capsized at her moorings in Tacoma and the master and 14 men were drowned. The bay is very deep and the vessel has not been raised.

An addition has been made to the wharfage of the port, <sup>Port and</sup> one new wharf having been built of a capacity of 20,000 tons. <sup>harbour.</sup> Dredging was continued both in the Columbia and Willamette Rivers below Portland by the United States Engineers and Port of Portland Commission also in the harbour itself. A low water depth of 23 feet has been maintained.

The Columbia River Bar has been gradually deteriorating <sup>Bars.</sup> since completion of the jetty in 1895, when there was a channel depth of 31 feet at low water for over half-a-mile. A survey made by the United States engineers completed in September, 1899, shows a depth of only 28 feet at low water with a width of five-eighths of a mile, and the direction of the channel has changed from south-west to north-west. The mean tide is 7.4 feet, and it is estimated that a vessel crossing the bar should have 10 to 12 feet under her keel during rough weather, and hence there has been some repetition of delays of former years. The present jetty is  $4\frac{1}{4}$  miles long, and it is now proposed to extend it 3 miles further and secure a depth of 40 feet in the bar channel. The estimated cost of the work is 506,228/. It is also proposed to deepen the river bars to 25 feet.

The following are the changes during 1899 in the lights and <sup>Lights and</sup> buoyage of this district affecting deep-sea vessels: Columbia River <sup>buoys.</sup> light vessel broke from her mooring in November and went ashore. Until she is replaced, a first-class can-buoy marked "Light Vessel Moorings" in white has been placed in the position she occupied.

Grays Harbour outside bar whistling buoy, red marked "Grays Harbour," was moved November 12, and is now moored in 93 feet of water about  $1\frac{1}{4}$  miles outside the bar.

Bearings Lone Tree on Damon Point, N.N.E.  $\frac{7}{8}$ ths E., Grays Harbour Lighthouse, E.N.E.  $\frac{3}{4}$  E. Willapa Bay Lighthouse, S.E.  $\frac{7}{8}$ ths E.

Grays Harbour outer buoy, a black and white perpendicular striped first-class can, was moved November 12, and is now moored in 39 feet of water on the outer edge of the bar.

Bearings, Lone Tree on Damon Point, N.N.E.  $\frac{7}{8}$  E., Grays Harbour Lighthouse, E.  $\frac{1}{2}$  N., Willapa Bay Lighthouse, S.E.  $\frac{3}{4}$  E.

Several British steamers and sailing vessels were sold during <sup>Sales of</sup> the year to American owners. In some instances the vessels <sup>shipping.</sup> acquired American register by special Act, and in others were placed under the Hawaiian flag.

Towage and  
pilotage.

The "Wallula," a new tug boat went into service on the bar during the year with a full staff of pilots. The vessel is 107 feet long, 500 h.p., with double compound engines.

Bar pilotage is compulsory but river pilotage is not.

## Shipbuilding.

A steel destroyer for the United States Government, the "Goldborough" was finished during the year at this port but has not yet been accepted. Her contract speed is 30 knots. A steel steamship of 1,077 gross, 681 registered, tons, was also launched for the Alaska trade, and numerous river steamers have been built.

Population,  
industries,  
and health.

There has undoubtedly been an influx of immigrants into the States embraced in this district during the year but estimates are not reliable. The United States census of 1900 will be interesting in this regard.

There have been no epidemics in the district. The greatest industrial development has been in mining, and more attention is being given to this than ever before in the history of the State; and beet sugar is also gradually becoming a prominent industry. Agriculture in all its branches, lumber, flour milling, paper and woollen mills and fisheries employ the bulk of the population.

## Mining.

Development of mines in the State of Oregon has been rapid, more particularly in Baker County, but there is a great discrepancy between reports of parties who ought to be well-informed as to the actual product. The "Oregonian" in its annual report gives the gold product of Oregon as 657,000l., and the following is taken from Wells, Fargo and Company's annual report:—

Gold and  
silver.

States.	Gold.	Silver.	Ores and Base Bullion.	Total.
	£	£	£	£
Idaho .. ..	499,042	847,080	1,201,300	2,547,372
Oregon .. ..	556,182	15,085	712	571,979
Washington .. ..	72,163	35,040	14,625	121,833
Total .. ..	927,392	897,155	1,216,637	2,041,184

The Director of the Mint's estimate for 1899 is as under:—

States.	Gold.	Silver.	Total.
	£	£	£
Idaho .. ..	496,124	1,034,843	1,530,967
Oregon .. ..	310,677	38,785	349,462
Washington .. ..	161,240	90,505	251,745
Total .. ..	967,441	1,163,686	2,131,077

In his annual report for 1899 the Inspector of Mines of the State of Idaho gives the following as the product of the mines. He states that the output is greater than his figures, which are based on the amount of gold and silver accounted for by the United States assayer at Boise, but that large amounts are mined in and taken out of the State that are not reported.

Metals.	Quantity.	Value.	
		Commercial.	Coinage.
Gold .. .. .	Fine ozs. ..	£	£
Silver .. .. .	" ..	310,191	310,191
Lead .. .. .	Lbs. ..	537,620	1,158,488
Copper .. .. .	" ..	752,110	752,110
		..	12,000
Total .. .. .	..	..	2,282,784

Average value of lead was 17s. 5d. per 100 lbs. The production was lessened by strikes in the Cœur d'Alene County, Idaho. The Inspector's report gives the following data relative to the Cœur d'Alene district of Shoshone county, which supplies nearly one-half of the lead produced in the United States and contains the largest lead-producing mines in the world.

These mines are largely worked by British capital.

The production of the mines (8) is 13,000 tons of concentrates per month averaging 55 per cent. of lead and 30 ozs. of silver. Over 2,000 men are employed at the following wages for 10 hour shifts, miners 14s., trammers 12s., cagers 10s., nippers and topmen 12s. to 14s., timbermen 16s., engineers and firemen 14s., electricians and blacksmiths 16s., shift bosses 1l., assayers 1l., ore assayers 12s., foremen 1l. 4s.

The ore varies in the different mines, but is largely of the same class. In the Bunker Hill and Sullivan, the largest mine of the district, it averages 10 per cent. lead and 5 ozs. of silver, and costs 5d. to transport it to the mill and 1s. per ton for treatment by concentration. There has been lawlessness for years in this district and several times mills have been burned and owners terrorised; last year the large mill of the Bunker Hill and Sullivan Company was burned, and the county is, and has been for some time, under martial law. The Government seems now determined to stamp out the Unions which have caused all the trouble.

There will be a large product of copper in Idaho as there are rich deposits of the metal in Seven Devils district, Washington county. The mines are being put into systematic shape for future work. Two railways are being built into the district. One claim has shipped 35 carloads of ore by waggon for 60 miles and thence by rail to New York.

This ore was 40 per cent. copper.

The reports of the Vice-Consuls at Seattle and Tacoma Coal.

(annexed) give details of what has been done in coalmining in Washington. The only developed mines in Oregon are at Coos Bay and 80,440 tons were produced in 1899.

**Accidents.**

There were few fatal accidents in this district except a disastrous explosion at Carbonado, in Washington, in which 31 miners were killed and 7 injured.

**Fisheries.**

Excessive fishing has had the natural effect of decreasing the quantity of salmon and sturgeon, and only a few years ago steps were taken to keep up the supply of salmon by artificial hatching. It is interesting to note that marked fish hatched in 1895 were caught in some numbers in 1898 and 1899 weighing from 10 to 50 lbs. There are now eight hatcheries on the Columbia River and its tributaries, 5 of which are in Washington and 3 in Oregon; 23,100,000 eggs of salmon were hatched from these establishments during 1899.

**Propagation.**

The Oregon Legislature provided for additional Stations at other points, and laws were passed for the protection of fish and the fish trade.

**Aliens cannot fish.**

Fishermen are now required to be licensed, and no license is issued to anyone not a citizen of the United States.

Aliens are now therefore prohibited from taking salmon or sturgeon in this State unless they have declared their intention to become citizens. 3,060¢. was collected for licenses.

**Manufactures.**

**Beet sugar.**

The sugar factory at Waresley, Washington, established last year, had the usual experience. It was unable to secure sufficient beets to make an average run. Its product was 446 tons avoirdupois. To a lesser extent the same experience was had at the factory at La Grande, where 11,295 tons of beets, grown on 2,000 acres of land, produced 982 tons of sugar. The La Grande factory ran 55 days and the beets received had a high percentage of sugar.

**Saw-mills.**

The year has been a decidedly prosperous one for saw mills. Two large new mills were started in Portland and the mills generally run full time, 8,631 cartloads of lumber and shingles were shipped from this place, and the yield of the State of Oregon was about 669,650,000 feet, of which the 8 mills at Portland furnished 175,000,000 feet.

**Other mills.**

Flour mills, paper and pulp mills, woollen mills, rolling mills, linseed oil mills, all report a good year and were run to full capacity.

**Other industries.**

Other industries, such as rope and cordage, meat packing, clothing, foundries and machine shops, are all carried on on a fair scale here, and a new furniture manufactory is being constructed on a large scale in addition to several others which have been in operation for years, but while this State and that of Washington have great facilities in the way of raw material and water-power, the population grows slowly and the home market is necessarily limited, so that the wealth of the States for the present lies on the production of raw materials, and not in manufactures. A large number of industries in Portland requiring some power are sup-

plied by the large plant of the electric company at Oregon city, which also lights the city.

The supply of unskilled labour for railways, farms, &c., has not equalled the supply, and numerous Japanese have been employed; but while the building and other mechanical trades have improved very much, there is still room for improvement, and the supply is in excess of the demand. As nearly as can be ascertained, wages in this city in 1899 in some of the principal trades were: carpenters, painters, sheet metal workers, brewers, shoemakers, coopers, bakers, tailors, leatherworkers, tanners, and butchers, 8s. to 10s. per day; masons and bricklayers, 16s. to 20s. per day; plumbers, plasterers, and machinists, 14s. to 16s.; horseshoers and blacksmiths, 10s. to 16s.; sawmill hands, 7s.; longshoremen, 16s. to 20s.; moulders, 16s.

There is a scarcity of good domestic servants; cooks can readily get from 4*l.* to 6*l.* per month, and other servants 3*l.* to 4*l.* Labourers 6s. to 7s. per day, and farmhands 3*l.* to 4*l.* per month.

There is not a good opening here for clerks and salesmen, who often have difficulty in procuring employment even at low wages.

I would also point out that in Idaho there is a stringent law against the employment of aliens by any corporation, and this particularly affects miners in the Cœur d'Alene region, which is at present under martial law, and where a permit is required from a State authority before application can be made for employment. This is consequent upon riots initiated by the miners' unions, and the destruction of concentrating mills and other property. With this exception the whole district has been remarkably free from labour troubles. Rates of wages are given under the head of "mining."

The Federal Government has nearly completed a very handsome brick and stone building for custom-house and other purposes at this port.

The following information is extracted from the annual reports of Major W. L. Fisk and Captain W. W. Harts, United States engineers in charge:—

At Coos Bay, which is a harbour in Southern Oregon of rising importance, a project of improvement has been under way for some time. It provides for the construction of two high tide rubblestone jetties converging so that the outer entrance would have a width of 1,500 feet, their object being to create and maintain a low water bar depth of at least 20 feet. So far the north jetty has been partially constructed throughout its entire length of 9,000 feet, and the result has been to obtain a low tide depth on the bar at the entrance of from 18 to 20 feet. The engineers think it not improbable that the south jetty will not be required.

At Coquille, Siuslaw, Tillamook Bay, Yaquina, the Upper Willamette, Columbia and Snake Rivers improvements of importance locally are being carried on by the engineers. The improvements on the Lower Willamette and Columbia Rivers are referred to under the heading of "port and harbour."

**Washington.** Grays harbour, Washington, is being improved under the supervision of Captain Taylor, and in his annual report for the fiscal year ending June, 1899, he stated that the jetty trestle was completed, 5,152 feet outside high water line and the foundation for 4,363 feet. Enrockment had been done for 1,104 feet outside high water line and more or less to end of foundation and completed to or above high water line for 3,520 feet. There had been expended during the year 27,596*l*. This is a harbour of importance, vessels loaded to 18 feet 2 inches crossed in and out, and after improvement 24 feet at low water is expected to be made. Nothing of importance was done on other works in charge of Captain Taylor.

**Railways.** Extensions to railroads in this district during the year were 262 miles, of which 23 miles were laid in Oregon, 75 miles in Washington, and 164 miles in Idaho. Other extensions are in progress.

**Agriculture.** The Section Director of the United States Department of  
**Conditions in** Agriculture in reviewing the crop season in Oregon says :—"The  
**Oregon.** crops of the season were not up to the average in quantity or quality, excepting the hay crop, which was equal if not superior to any ever before secured in the State," and the Director of the

**Washington.** Washington Section says, "the crop season of 1899 was marked by three distinct periods of unfavourable weather—severe cold in February, cold and wet weather in April and May, and phenomenal rains in August. Notwithstanding these adverse conditions, the season was more successful than at first anticipated. Hay was one of the best crops ever secured, oats above average, wheat somewhat below average, but the fruit crop was short in all but a few localities." The conditions in the two States were, therefore, identical.

**Idaho.** In Idaho the Director reports full grown grain equal to expectations; spring grain a failure in some sections; hay, oats, and corn, fair crops. Fruit, except in some sections, light.

**Lands.** The disposals of Government lands during the fiscal year ended June 30, 1899, were as follows :—

In—						Area.
						Acres.
Oregon	..	..	..	..	..	540,428
Washington	..	..	..	..	..	498,948
Idaho	..	..	..	..	..	516,536

In Idaho there are 1,250,000 acres of agricultural land in the so-called arid belt, now under a fine system of canals and ready for cultivation, but only 350,000 acres of this are actually cultivated. This land is very productive, and is sold at 2*l*. 8*s*. to 3*l*. per acre, with perpetual water rights. The latest official statement of public lands is as under :—

	Area.		
	Oregon.	Washington.	Idaho.
	Acres.	Acres.	Acres.
Total land surface .. ..	61,626,218	42,684,085	52,830,200
Appropriated .. ..	20,260,607	18,110,158	5,682,882
Unappropriated .. ..	35,897,896	13,442,582	45,207,949
Reserved .. ..	5,467,715	11,131,345	1,939,869

The counties of the Willamette Valley and west of the Cascades have long ceased to be great cereal producers, and farmers have turned their attention more to dairying, hop growing, horticulture, and the breeding of finer grades of cattle. The cereals exported from the Columbia River and Puget Sound are mostly drawn from the counties of Oregon east of the Cascades, Western Washington, and part of Idaho. The sheep and cattle are mostly to be found in the north-eastern and southern counties.

The United States Department of Agriculture gives the following as the acreage, production, and yield of the three principal cereals in the States embraced in this Consular district during 1899:—

	Area.	Quantity.	Yield Per Acre.
	Acres.	Bushels.	Bushels.
<b>WHEAT.</b>			
Oregon .. ..	1,143,205	21,949,586	19.2
Washington .. ..	956,405	21,710,394	22.7
Idaho .. ..	142,153	3,440,108	24.2
Total .. ..	2,241,763	47,100,088	..
<b>OATS.</b>			
Oregon .. ..	170,622	5,118,660	30
Washington .. ..	81,945	3,031,965	37
Idaho .. ..	32,852	1,099,968	34
Total .. ..	284,919	9,250,593	..
<b>BARLEY.</b>			
Oregon .. ..	23,427	797,916	28
Washington .. ..	40,296	1,410,360	35
Idaho .. ..	11,586	405,510	35
Total .. ..	80,379	2,613,786	..

Although these figures are official, there is undoubtedly a large  
(638)



error in the crop of wheat, which those in the trade estimate did not greatly exceed 35,000,000 bushels. Although prices were very much lower than in 1898 the careful farmer would make some profit. On farmers' own estimates the cost of raising wheat in some of the largest wheat growing counties in Eastern Oregon was about 30 c. (1s. 3d.) a bushel, and practical farmers give the same result in Western Oregon on good land where the average is high. There are fields in Eastern Oregon of 3,000 acres, and during harvest time portable messhouses are provided for the men employed, which are moved as required. 30 bushels per acre is by no means an uncommon yield of wheat. The average quality of the wheat last year was light, and the standards were graded to 58 lbs. per bushel, which is 1 lb. lower than in 1898. The average yield of oats and barley was rather lower, and prices were also lower.

**Root crops.** According to agricultural returns the average yield per acre of potatoes was 30 per cent. higher in Oregon and Washington, and rather higher in Idaho than it was in 1898, and prices were also higher. Beets were grown in larger quantity, but neither the yield nor acreage was up to expectations. The average was only 6 tons per acre, but as farmers become more experienced in cultivation of the sugar beet they will do better. One farm of 100 acres in Union County averaged 13 tons per acre. The fixed price paid by sugar factories is equal to 14s. on the farm. Onions usually yield a large return, especially on the Beaver Dam land, and were profitable last year, as there was a heavy demand for Alaska and the Klondike.

**Hop crop.** The hop crop was very unprofitable generally, on account of low prices and damage by rain and mould. This is a very important crop in the central counties of Oregon and in Washington, but the market is erratic, though taking one year with another the growers do very well. It costs from 3½d. to 4d. per lb. to grow and harvest hops; the item of picking alone amounts to 2½d. per lb. The average yield during the past 16 years has been 1,018 lbs. per acre.

**Teazels.** As I had enquiries from England with reference to teazels, I think it well to report that there seems to be only one district where these are grown, at Molalla in Clackamas County, Oregon. It is a small business, but seems to be profitable. A wire substitute has taken the place of the large teazels in the American mills, but there is a market for small ones.

**Horticulture.** An increasing amount of attention has been given of late years to horticulture in all its branches, but the year 1899 has been somewhat of a failure in this branch. As might be expected from the climate of this great district some sections have had a full average crop while others have had practically a total failure. The District Commissioners of Oregon give the value of the yield as 54,416L., as against 163,650L. in 1898. The prune leads all fruits in commercial importance, and thrives in a great variety of climatic and soil conditions; next come in order apples, peaches, and pears. Cherries, strawberries, and other small fruits

are grown in magnificent profusion. Prunes are generally marketed in a dried state, and are shipped to Europe in increasing quantity. I have not been able to procure statistics of shipments last year.

Diversified farming is becoming more common, and the dairy- Dairying. ing industry has shown a great development of late years. The number of creameries throughout the Willamette Valley in particular have largely increased. At the annual meeting of the Oregon Dairymen's Association a prominent dairyman presented interesting figures showing a much larger profit to be derived from dairying than from wheat growing. On the other hand it must be admitted that the work on a dairy farm is much harder all the year round than it is on a wheat farm. The surroundings of farm life in these States are usually much rougher than in England.

The losses of sheep and cattle during the winter of 1898 and 1899 were light, and all reports agree that the business was very profitable. Baker, Crook, Grant, Harney, Lake, Malheur, Gilliam, Umatilla, Wallawa, Wheeler, Morrow, and Wasco are the principal stock-owning counties. Prices of both cattle and sheep were exceedingly high all the year. Early in spring buyers paid \$1.15s. to \$1.41s. for yearling cattle, and from 8s. for yearling to 10s. for three-year-old sheep to be delivered after shearing in large flocks, and later as high as 17s. was paid for sheep and \$1.44s. for two-year-old cattle. Large numbers of sheep and cattle were sent East. From Heppner in Morrow County alone 220 carloads of cattle and 175 carloads of sheep were shipped, besides 150,000 sheep driven. A large buyer gives me as the average prices for the year on the range and farms:—Cattle, 71s.; sheep and lambs, 12s.; calves, 11s. 14s.; and swine, 21s. 8s.—all highly profitable prices.

The United States Department of Agriculture Report gives the following statistics for 1899:—

States.	Horses.		Milk Cows.		Other Cattle.		Sheep.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
Oregon ..	183,360	1,108,888	118,418	716,727	872,018	2,448,668	2,448,668	1,316,835
Washington...	171,881	1,344,878	122,414	886,700	268,088	1,891,818	798,217	884,663
Idaho...	127,821	872,700	34,078	211,050	384,853	1,784,849	2,688,662	1,468,860

I am satisfied these returns, though official, are very largely overstated, as assessment returns in Oregon, and official publications in Idaho show a very much smaller number and value of animals.

Flocks of Angora goats are steadily increasing, as many farmers Angora goats. keep a small flock to kill the brush after the land has been partially cleared; they thrive well, need little care, and their fleeces sell at high prices.

I have repeatedly referred to the need of a dry dock here, and there has been much discussion of the subject, but no practical result. General remarks. Dry dock.

- Taxation.** The assessment roll of the State of Oregon for 1899 amounted to 24,056,576*l*, and the value of all property within the City of Portland liable to taxation was 5,700,000*l*. The rate of taxation was for:—State, State school, county, and road purposes, 2·17 per cent.; city tax, 0·8 per cent.; port of Portland, 0·15 per cent.; and school district, 0·48 per cent.
- City finances.** The bonded department of the City of Portland has not been increased, and interest charges being promptly met, the credit of the city stands high. Its administration has been economical. The general revenue of the city, which does not include either street or sewer assessments or water commission revenues, was 110,394*l*, and the general expenditure, 98,689*l*. Street and sewer work is assessed and paid by property owners benefited, and the waterworks are under a separate Commission. Its receipts were 52,854*l*, and working expenses, 8,986*l*. The interest on water bonds issued (630,000*l*.) was 32,000*l*.
- Real estate.** There is a continuous improvement in values of real estate both in town and country, and more business is being done. Many new dwellings and business buildings are in course of construction.
- Births, deaths, and health.** According to the report of the Health Commissioner the number of births registered in Portland, exclusive of still-births, was 1,115, an increase of 28 per cent. There were 764 marriage licenses issued, and the number of deaths were 863, being 21 more than the previous year.
- Taking the directory estimate of the population, 96,600 (which will probably prove to be somewhat high), this gives a mortality rate of 8·93 for 1,000. There is a plumbing inspector employed by the city and an efficient city physician, and their efforts have in no small degree contributed to the improved general health of the city. All garbage is cremated. The water supply is very pure, and is brought from Bull Run, 30 miles from Portland, crossing the Willamette River through a submerged pipe. The district from which it is drawn is declared a reservation, to preserve the water from impurity.
- A large proportion of the deaths last year was from tuberculosis, pneumonia, bronchitis, and heart disease; 27 per cent. of the deaths being from these causes. Only 3·7 per cent. of the deaths resulted from typhoid, scarlet fever, and diphtheria.
- Reports from the Vice-Consuls at Astoria, Tacoma, Seattle, and Port Townsend are annexed.

Annex A.—RETURN of all Shipping at the Port of Portland,  
Oregon, during the Year 1899.

## ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	78	189,239	12	24,780	90	164,049
American coasting	12	6,332	132	142,956	144	149,288
American from foreign ports ...	1	563	3	5,906	4	6,468
German ...	16	28,659	1	1,065	17	30,724
Norwegian ...	...	...	3	7,139	3	7,139
French ...	2	2,687	...	...	2	2,687
Hawaiian ...	1	958	...	...	1	958
Total ...	110	179,688	151	181,825	261	361,513
„ for the preceding year ...	150	237,438	153	217,267	303	454,755

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	73	130,481	13	28,585	86	157,076
American to foreign countries	5	6,123	3	6,877	8	12,000
American coasting	12	6,318	132	140,416	144	146,734
German ...	14	25,247	1	1,065	15	26,312
Norwegian ...	1	1,567	3	7,139	4	8,706
French ...	2	2,687	...	...	2	2,687
Danish ...	1	1,707	...	...	1	1,707
Hawaiian ...	1	958	...	...	1	958
Total ...	109	175,288	152	181,092	261	356,380
„ for the year preceding ...	149	232,388	162	212,111	311	444,494

Annex B.—RETURN of Principal Articles of Export from  
Portland, Oregon, during the Years 1899–98.

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Wheat ...	Bushels ...	7,914,447	933,643	12,825,701	1,860,424
Flour ...	Barrels ...	653,692	363,022	820,639	679,086
Timber ...	Feet ...	15,029,000	33,341	9,618,000	16,989
Barley ...	Bushels ...	585,037	55,871	232,452	26,539
Oats ...	„ ...	2,909	250	102,453	8,558
Paper ...	Lbs. ...	69,793	896	5,675,443	24,312
Tinned salmon ...	„ ...	100,787	1,533	38,500	885
Raw cotton in transit ...	„ ...	515,545	7,146	1,867,500	21,590
Bottled beer ...	Dozen ...	7,755	2,252	6,027	1,303
Cotton cloth ...	Yards ...	3,374,463	30,995	...	...
Machinery ...	...	...	2,739	...	5,829
Printing presses ...	...	...	5,710	...	...
Cigarettes ...	...	...	2,620	...	...
Bicycles ...	...	...	1,538	...	...
Cars and manufactures of iron and steel ...	...	...	4,008	...	10,105
Other articles ...	...	...	8,376	...	4,243
Total ...	...	...	1,453,950	...	2,559,333

**RETURN of Principal Articles of Import to Portland, Oregon,  
during the Years 1899-98.**

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
Raw and waste silk ..	Lbs.	734,576		208,922	4
Jute bags and bagging ..	...	...		...	103,500
Hemp, Manila and jute ..	Tons	...	...	...	...
Rice ..	Lbs.	7,343,388		4,195,879	...
Sugar ..	...	1,743,385		1,943,759	...
Tea ..	...	672,536		508,308	...
Cement ..	Casks	74,164		25,378	...
Earthenware and chinaware ..	...	...		...	...
Window glass ..	Lbs.	1,730,686		1,082,168	...
Coal ..	Tons	12,187		9,377	...
Spirits ..	Gallons	19,708		19,469	...
Mahogany ..	...	8,121		14,643	...
Raw clothing wools ..	Lbs.	110,678		66,375	...
Coffee ..	...	134,134		239,418	...
Salt ..	...	1,339,024		2,162,400	...
Matting ..	Sq. yards	102,561	1,684	239,580	...
Sulphur ..	Tons	839	1,391	3,798	...
Soda ash ..	Lbs.	683,056	324	507,454	...
All other soda ..	...	88,621	123	116,547	...
Chloride of lime ..	...	42,706	79	19,376	...
Caustic soda (2) ..	...	22,326	91	391,446	...
Cigars ..	...	2,664	2,713	3,328	...
Kaolin and other clays ..	Tons	591	1,326	...	...
Oil ..	...	...	1,219	...	...
Flax twine and cordage ..	Lbs.	18,279	1,345	...	...
Fire-bricks ..	...	...	470	...	...
Spices ..	...	40,964	833	126,489	...
Toys ..	...	...	1,688	...	...
Cutlery ..	...	...	493	...	...
Pig-iron ..	Tons	817	683	130	...
Bar-iron ..	Lbs.	278	1,973	...	...
Manufactures of wool ..	...	6,777	1,194	3,306	...
" silk ..	...	...	742	...	...
" cotton ..	...	...	1,273	...	...
" paper ..	...	...	1,636	...	...
All other articles ..	...	...	13,942	...	17,776
<b>Total</b> ..	...	...	<b>322,497</b>	...	<b>307,820</b>
<b>Transit entries—</b>	...	...	...	...	...
Tea ..	...	...	127,947	...	53,241
Matting ..	...	...	33,928	...	12,321
Silk ..	...	...	18,796	...	2,403
Rice ..	...	...	2,898	...	7,426
Strawbraid ..	...	...	11,998	...	...
Curtain ..	...	...	3,008	...	21,861
All other articles ..	...	...	22,190	...	...
<b>Grand total</b> ..	...	...	<b>348,631</b>	...	<b>414,761</b>

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Portland, Oregon, to and from Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Great Britain .. ..	1,028,518	1,756,362	80,131	21,724
British India and East India .. ..	217	118	45,829	51,087
South Africa .. ..	88,026	198,471	..	25
Australia .. ..	4,240	..	2,864	1,553
British Columbia .. ..	..	..	4,591	3,671
Hong-Kong .. ..	158,921	242,332	29,190	45,631
China .. ..	51,212	9,232	23,795	2,304
Japan .. ..	88,917	128,982	180,993	133,833
China and Japan in transit .. ..	..	21,560	225,198	105,015
Cape de Verdes for orders .. ..	..	101,858	..	..
Asiatic Russia .. ..	17,335	57,160	6	..
Germany .. ..	3,586	..	19,987	5,505
Belgium .. ..	..	12,000	14,689	15,723
France .. ..	..	28,620	886	106
Italy .. ..	..	..	43	7,857
Peru .. ..	9,829	..	..	..
Cuba .. ..	..	..	2,499	1,353
Philippine Islands .. ..	1,501	944	18,643	6,578
All other countries .. ..	1,648	2,144	1,982	2,756
Total .. ..	1,453,950	2,559,333	548,631	414,761

## ASTORIA, OREGON.

Mr. Vice-Consul Cherry reports as follows:—

Business at the commencement of 1899 opened cheerfully. General Good prices were obtained during the year for the chief products of the country—logs, lumber, salmon, canned salmon, cattle, and dairy products. This resulted in a great deal of capital coming into the district. General remarks.

The sub-districts of Grays Harbour and Willapa Harbour to the north have shown greater relative improvement, as well as that of Tillamook Bay to the south.

There is steady buying by large syndicates from the Atlantic Coast States of timber lands in large blocks. Local brokers seek options on contiguous tracts, although at present remote from communication, and then sell them in blocks of thousands of acres at from 24s. to 28s. the acre. It is generally held for a future rise in values. Timber lands.

The extent of the available timber lands in this district is very great; that part lying in the State of Washington shows the

great total of 36,901,000,000 feet of forest timber adapted for milling purposes. In the Oregon part of the district the figures are 31,196,000,000 feet of standing timber.

A forest reserve agent computes that in the county of Tillamook alone 300,000 acres of timber, containing 6,000,000,000 feet, have been destroyed by fire. And in another part of the same county a block of 3,000 acres was attacked by the larvæ of a tree moth, which killed most of the trees.

**Imports.** Owing to a total cessation of the import of tin-plates, imports have fallen off as much as 15 per cent. The imports from Great Britain show the greatest fall; imports from other countries show a slight gain.

**Exports.** There was a decided falling-off in exports of salmon and wheat. All the salmon, amounting to 30,000/, went by rail, and are not shown in tables. Flour and lumber show an increase.

The exports of lumber from Grays Harbour are quite large amounting to 38,222/. for the foreign trade alone.

**Shipping and navigation.** Shipping shows a decided falling-off from the total of 1898 under all flags, the fall under the British flag being slightly less than other flags. The latter part of the year was very stormy, entailing a great deal of detention to shipping, both steam and sail.

**Lumber.** There is a large demand for lumber; the local saw-mills are running night and day to fill orders, mostly for the domestic market. Grays Harbour's foreign trade is rapidly increasing; Willapa Harbour and Tillamook Bay are also very busy.

The towns of Hoquiam, Aberdeen, and Cosmopolis in Grays Harbour, and South Bend in Willapa Harbour, have been started, and are now supported by the mills and factories connected with the lumber industries, such as boxes, basket-making and roofing shingles. There is no better point for a large saw-mill than in the vicinity of Astoria, but the town has shown little advance; the townspeople seem indifferent, and cannot work together; those who hold large property interests wait for others to develop the wealth around it.

**Logging.** The price of logs having gone up, the business is a prosperous one. Fully 10 per cent. more was realised than for the year before. Prices now range from 1/. 2s. to 1/. 6s. per 1,000 feet.

The change in the method of hauling logs out by steam engines and wire cables, and to the streams by logging railroads, instead of by cattle teams, has turned away a great deal of money from farms for cattle and feed to the cities for machinery and repairs. No rafts of logs and piling left the Columbia River in the past year, the logging raft plant having been taken to Puget Sound, but it is stated that it will be returned and in operation again this year if the anticipated adverse legislation by Congress does not come into force.

**Salmon fishing.** Full prices were given for raw salmon, viz., 2½d. for spring fish, and prices ranging from 2½d. to 3½d. for autumn salmon. The salmon freezing plants kept the price up. The total catch was, however, lower than the year before, the freezing plants taking a

greater number than in 1898, but I am unable to obtain the quantities.

As nearly as I can find out the sturgeon has been practically fished out of the waters of the Columbia River, and this has been done within the past 25 years. Sturgeon fishing.

A new establishment for freezing fish being fully equipped did a large business, judging by the number of railroad cars on their siding. The three other companies also did a good share of the business. All the fish went by rail for the Atlantic coast cities and to European points, principally to Hamburg. It is said there will be others in the business next season. Freezing fish plant.

There was a great falling-off in salmon canning in this district. The spring pack amounted to 245,800 cases; autumn pack, 41,350 cases; coast points, 65,000 cases; making a total of 352,150 cases, as against a total for 1898 of 460,450 cases, showing a decrease of 23½ per cent. This is partly to be accounted for by a greater amount being used for freezing purposes and also by a small run. Salmon canning.

The can-making factory was as busy as before, and during the season had to work night and day to keep up with its orders, 21,000,000 cans being made, principally for the salmon pack, but also for fruit. Can making.

In connection with the above, it is well to note the price paid for tin-plates. The prices paid for American plates range from 13s. 9d. in January to 1l. 2s. 2d. in August, the price falling to the end of the year about 5d. Prices of tin-plates.

British tin-plates were 2s. 6d. higher per 100 lb. box, this after a duty of 6s. 2d. per box on importation had been paid.

Keeping to the divisions as shown in my report for 1898 (Annual Series No. 2295), values of products sent away both by railroad and sea amount to a good showing for the population. The exports of lumber show the greatest increase:— Products of the district.

Products.	Values.			
	Grays Harbour.	Willapa Harbour.	Columbia River.	Tillamook Bay.
	£	£	£	£
Forest .. .. .	385,700	44,630	154,000	17,284
Fisheries .. . .	9,500	48,148	410,000	1,817
Agriculture and dairying	12,000	4,000	50,000	46,300

The improvement at the mouth of the river has been put off by want of legislation. The work is much needed, as the heavy gales from the south and south-west are forcing the sands from the continuation of the jetty into the channel to the north-west, and exposing it to the sweep of the heavy seas. Harbour improvement.

Notwithstanding very severe weather in November and December, I have only to report the stranding of the Government Disaster.



lightship Columbia River No. 50. The vessel had to put to sea, and on returning, as she was towing in, her hawser parted and threw her on the sands. Efforts are now being made to take her off practically uninjured.

Sailors and  
crimps.

In the matter of crimping practices, I believe that balances of wages due to deserting seamen should be retained by the Government. Notwithstanding the loud complaints made by ship-masters of the high-handed proceedings of crimps in the Columbia River, I have seldom found one to demand the arrest of a deserting seamen with wages due to him, and when a report of desertion is made there is generally a note of satisfaction, especially when the ship is waiting orders. A crew of 15 or 16 men, with 30% or 40% due to each of them makes a good sum of money. The crimps know this, and boldly and impudently demand their share of it. I am sure that if this were made a total loss greater care would be exercised by masters in retaining their crews, and there would be less desertion and consequent want of occupation for the crimps.

Health.

Notwithstanding an unusually wet year, 101.4 inches, the health of the district has remained good.

Annex A.—RETURN of all Shipping at the Port of Astoria during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	85	151,657	15	31,173	100	182,830
American, coasting	38	16,366	329	295,850	367	312,216
" foreign	5	4,385	2	2,111	7	6,496
German ... ..	16	29,548	1	1,065	17	30,613
French ... ..	3	4,451	...	...	3	4,451
Norwegian ... ..	...	...	2	4,707	2	4,707
Hawaiian ... ..	1	958	...	...	1	958
Total ... ..	148	207,365	349	334,906	497	542,271
" for the year preceding ...	193	234,256	439	429,289	632	665,545

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	38	67,631	8	18,613	44	86,444
American, coasting	38	15,696	285	294,532	323	310,228
" foreign	7	3,775	1	1,816	8	5,591
Norwegian ... ..	...	...	1	2,808	1	2,808
Hawaiian ... ..	1	958	...	...	1	958
Total ... ..	82	88,060	295	317,969	377	406,029
" for the year preceding ...	76	43,556	365	384,575	441	428,131

**Annex B.—RETURN of Principal Articles of Export from  
Astoria during the Years 1899-98.**

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Salmon ..	Cases ..	1,960	2,120	13,668	12,850
Wheat ..	Bushels ..	12,972	1,571	145,382	23,242
Flour ..	Barrels ..	4,125	8,230	850	511
Lumber ..	1,000 feet	9,848	20,000	1,817	3,008
Sundries ..	..	..	266	..	523
<b>Total ..</b>	<b>..</b>	<b>..</b>	<b>27,187</b>	<b>..</b>	<b>40,129</b>

**RETURN of Principal Articles of Import to Astoria during  
the Years 1899-98.**

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tin-plates ..	Boxes ..	..	..	3,000	1,888
Coal ..	Tons ..	1,700	700	3,562	1,325
Salt ..	Pounds ..	16,800	148	67,200	60
Cement ..	Barrels ..	11,800	3,664	7,000	1,946
Sundries ..	..	..	134	..	240
<b>Total ..</b>	<b>..</b>	<b>..</b>	<b>4,646</b>	<b>..</b>	<b>5,459</b>

**Annex C.—TABLE showing Total Value of all Articles Exported  
from and Imported to Astoria, Oregon, to and from Foreign  
Countries during the Years 1899-98.**

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Great Britain ..	1,600	20,552	160	1,888
British colonies ..	4,912	3,314	326	1,325
All other countries ..	20,675	16,263	3,660	1,946
<b>Total ..</b>	<b>27,187</b>	<b>40,129</b>	<b>4,646</b>	<b>5,459</b>

## TACOMA.

**General  
remarks.**

Mr. Vice-Consul Alexander reports as follows:—

The State of Washington has had another year of prosperity in all branches of trade and commerce. While some of the agricultural interests may not have come up to the expectations of the farmers, especially the price of wheat and hops, due partly to the inferior quality of the article, almost everything else has been in great demand and ready sales were made, particularly in the case of live-stock and the dairy products. The acquisition of the Philippine Islands by the United States has created a market for foodstuffs required by the army stationed there, and has also led to the shipment from ports in Puget Sound of about 8,000 transport animals with the necessary fodder for their subsistence to Manila alone. In addition, a demand has consequently arisen for timber—of which large shipments have been made—for the erection of barracks, and for other purposes in the newly acquired territory. The sales of timber and wooden manufactures have shown marked improvement and the demand has been steady. The fish industry has perhaps shown the greatest improvement and development during the past year. Although there has been a very large immigration to the State, the labour market has not been over-stocked. employment, of one kind or another, being found by those willing to work; and good wages have prevailed and living has been very cheap.

**Health.**

The State has been signally free from all kinds of infectious and contagious diseases, with the exception of a slight epidemic of small-pox, of a very mild form, at the end of the year, which is now fast disappearing. Cattle diseases of various kinds have continued to make their appearance from time to time, but the general health of all stock has been good, the State Veterinarian's office doing what it could to check the evils with the limited appropriations at its disposal.

**Industries.**

The timber industry has been most prosperous; the saw-mills have a large and profitable business; all are working to their full capacity, and orders continue to come in; nearly every country in the world is using timber and shingles from the forests of this State. The total cargo and railway shipments of timber from the State for the year 1899 is computed to be 647,836,262 feet compared with 535,662,903 feet in 1898; the cargo shipments for the year were 422,211,262 feet, and the railway 225,625,000 feet. There were 3,506,748,750 shingles shipped out of the State, being an increase of 587,814,921 over the year 1898. It is estimated that the timber output for the year in the Tacoma district is 162,820,000 feet, valued at 394,360*l.*, while 153,940,250 shingles were cut, valued at 27,424*l.* The total timber and shingle shipments for the year are estimated by the local authorities at 82,038,000 feet of timber and 13,061,400 shingles, valued at 179,734*l.*

**Mining.**

Mining for precious metals throughout the State has made some progress during the year, although little more than

mere prospecting work has been done ; capital seems to be taking greater interest towards development work. The amount of coal mined in the State during the year, according to the report of the State Coal-Mine Inspector, is estimated at 2,018,479 tons, which, valued at an average of 10s. per ton, amounts to about 1,009,240*l.*, 3,345 men being employed. The mines in the immediate neighbourhood of Tacoma in Pierce County, produced 472,145 tons and employed 907 men ; those in Kittitas County produced 635,318 tons and employed 914 men. The scale of wages is about as follows :—

## UNDER GROUND.

Wages.

					Per Diem.	
					<i>s.</i>	<i>d.</i>
Pit superintendent..	..	..	..	..	14	5
Fire superintendent	..	..	..	..	12	4
Rope riders ..	..	..	..	..	11	4
Driver ..	..	..	..	..	9	3
Trapper ..	..	..	..	..	5	2
Timberman ..	..	..	..	..	10	4
Trackman ..	..	..	..	..	11	2
Cager ..	..	..	..	..	11	4
Starter ..	..	..	..	..	10	4
Loader ..	..	..	..	..	8	10
Labourer ..	..	..	..	..	9	3
Locomotive engineer (engine driver)	..	..	..	..	12	4

## ON THE SURFACE.

					Per Diem.	
					<i>s.</i>	<i>d.</i>
Engineers ..	..	..	..	..	12	4
Firemen ..	..	..	..	..	10	4
Weighing superintendent..	..	..	..	..	11	11
Carpenter ..	..	..	..	..	10	4
Blacksmith..	..	..	..	..	11	4
Bunkerman..	..	..	..	..	7	0
Machinist ..	..	..	..	..	12	4
Labourer ..	..	..	..	..	8 3 to 9 3	

Miners make from 10*s.* 4*d.* to 16*s.* 6*d.* per diem, contract work ; electrical engineers get 20*l.* 12*s.* 4*d.* per month.

Almost every mine in the State has had its capacity increased, and the great demand for Washington coal has resulted in a more thorough prospecting of the different fields and the opening and development of many new mines.

The salmon industry in its various stages is one of the most Fisheries. promising and lucrative in the State. This season has been most Salmon. prosperous, the run has been larger than for some years, and the

market and prices have both been good throughout the entire season. The State Fish Commissioner reports that, during the last 10 years, the important discoveries made as to the channels in the lower part of Puget Sound and the Gulf of Georgia, through which the well-known "sock-eye" variety of the Fraser River pass, have caused the "cannery-men" to take advantage of this information, and remarkable developments have resulted, and on Puget Sound to-day there is a total of 18 canneries, having among their number the largest fish-canning establishments in the world. These establishments packed a total of 930,000 cases, divided as follows:—"Sock-eyes," 528,200 cases; spring, 22,600 cases; "cohoes," 103,500 cases; "humpbacks," 256,300 cases; "chums," 19,400 cases. One cannery alone put up 118,000 cases. The total pack for the State of Washington for the year is 1,032,100 cases, valued at over 900,000 $\text{\$}$ , being nearly one-third of the total pack of the Pacific Coast, which is about 3,200,000 cases, valued at about 2,800,000 $\text{\$}$ . An average price would be 17s. per case. On Puget Sound the output of fresh, ~~salted~~ and smoked salmon will reach the total of over 16,000,000 lbs., valued at over 90,000 $\text{\$}$ , making a total output of salmon for the State during the year of about 1,026,000 $\text{\$}$ .

It is estimated that over 50,000,000 tins have been used during the season, 20,000,000 tins having been manufactured by one firm at New Whatcom, and the remainder at the "canneries" themselves.

It is expected that four or five new canneries will be built in the year 1900 in the Puget Sound district. There is also at Anacortes a large plant for the manufacture of fertiliser, being produced from the offal of the canneries in that vicinity. The best pound-net and trap locations on Puget Sound are bought by the large fish companies.

**Artificial  
propagation.**

The importance of the salmon industry has become so great and its needs so apparent that the State Legislature of 1899 made such changes in the license law—under which the fund is obtained to build and maintain the fish hatcheries—that some of the fees were more than doubled, and other branches of the industry were included and compelled to bear their portion of the burden. The Legislature made large appropriations for the construction and maintenance of 16 new hatcheries, covering all the principal streams of the State. The sum of 8,800 $\text{\$}$  was appropriated for construction work, in addition to 400 $\text{\$}$  appropriated for improvements in the hatcheries already in operation, and the further sum of 9,550 $\text{\$}$  for the maintenance of the new hatcheries to be built, and the sum of 3,000 $\text{\$}$  for the maintenance of those already in operation, thus making a total appropriation for the construction and maintenance of hatcheries for the years 1899–1900 of 21,750 $\text{\$}$ . Nine hatcheries were in operation last season, from which there will be nearly 41,000,000 young salmon. The Baker Lake Hatchery on the Skagit River was sold by the State to the United States Government in July for about 1,000 $\text{\$}$ , and is now worked by the Government; this season 11,613,000 "sock-eye" eggs were taken

and several millions of young fry were turned loose. When all the hatcheries are completed, the State will have 19 hatcheries administered by the State and two by the United States Government, making a total of 21 in this State, with a capacity of 130,000,000 fry per annum, costing the State and the Federal Government over 17,000% for construction and an annual outlay of over 12,000% for maintenance. The sum of 8,000% was collected during the year in license fees, which will undoubtedly be increased during the present year.

Experiments are in progress in transplanting oysters to the waters of Puget Sound from the Atlantic coast, but the success of the enterprise cannot yet be fully demonstrated. Suitable grounds are leased from the State at 1s. per acre, and each individual is limited to 40 acres. The State will also dispose of its oyster-lands at the uniform rate of 5s. per acre. The applications made for oyster-lands from the State Land Commissioner during the past year have almost all been for purchasing the ground, very few contracts being made, and the demand for these lands has been so great that but few choice locations for oyster-beds remain. During the past year the State has disposed of 3,200 acres in Mason, Thurston and Pierce counties alone. The French park system seems to be the one most likely to be followed. It is estimated that the annual net revenue from the oyster business in the three counties mentioned above is 3,200%, an average yield being 10% per acre; one man claims that he has 4 acres which yielded 1,500 sacks in the past year, and there is said to be a net profit of 9s. per sack.

There was a greater acreage of grain sown than in 1898, due partly to settlers coming and breaking up new ground, and also to the fact that most of the winter wheat was killed by heavy frosts, and had to be resowed, a very late spring enabling farmers to take advantage of this. Crop statistics for the State are estimated for the year as follows:—Wheat, 1,250,000 acres, yielding 18,000,000 bushels, of which a very large portion was held by the farmers until the end of the year, hoping that a better price might be obtained; oats, 52,500 acres, yielding 3,900,000 bushels; barley, 16,000 acres, yielding 625,000 bushels. The hot weather during the growing season in the Walla Walla county made the wheat very light in weight, producing what is termed "thin wheat," and the wet unfavourable weather during the harvest made the wheat become bleached and "starchy," materially affecting the quality of the grain. The yield was rather lower than usual, fully 10 per cent. less than in the preceding year. This was perceptibly noticeable in the case of wheat, but it was largely made up for by the increased acreage. The quality of the wheat crop, as an average, might be called poor, not more than 25 per cent. being No. 1 wheat, the balance varying from No. 2 grade to "rejected." Average prices have ruled for wheat, oats, and barley.

The hop yield for the State was about 37,500 bales, being 20 per cent. less than the preceding year; prices have been very low, allowing no profit.

The price of horses, cattle, sheep, and pigs has been better than for many years, and dairy products have been in great demand, and realised high figures, the consumption being greater than the State can produce. With the exception of those who were dependent upon hops, farmers generally have made money.

The State Grain Inspector reports that during the year 1899 there were inspected at Tacoma 6,417 railway truck loads of wheat, 188 of oats, and 165 of barley, making a total of 6,770 truck loads brought to Tacoma; at Spokane there were 2,076 truck loads of wheat inspected, 167 of oats, and 150 of barley, making a total of 2,393 truck loads; the two places aggregating 9,163 truck loads, which, taking an average of 850 bushels to the load, would be 7,788,550 bushels of grain.

**Grain bags.**

The question of grain bags is quite an important one for the farmer. During the season of 1899 jute bags manufactured at the State Penitentiary at Walla Walla sold for 2½d. each, while bags made in Calcutta sold in the Walla Walla Valley, and elsewhere throughout the State, as high as 4d. The price of home-made bags this season has now been raised to 1½ 4s. 4d. per 100. The annual demand in the State is approximately 10,000,000 bags, and the utmost capacity of the State mill is 2,325,000 bags; for this season, 1900, the entire product of the mill is only 1,141,783 bags, made by an average number of 225 men, but there are applications in already for 1,473,800 bags.

**Flax.**

Flax is being grown by farmers in various parts of the State for fibre, with which it is hoped to supersede jute imported from India, but so far the article does not come up to expectation nor meet the requirements.

Agricultural prospects for 1900 are remarkably good, and reports from all parts of the State indicate that an unusual amount of winter wheat has been sown, the weather having been most favourable for autumn ploughing and seeding, thus increasing the acreage very considerably. Heavy growths have taken place under the favourable conditions, and the outlook for agricultural interests is very promising. Increased acreage is also due to the opening up of new territory by extended railway lines, 75 miles having been built in the State by four railway companies during the year. Large numbers of immigrants are arriving and settling in these new sections.

**Horticulture.**

During the year small fruits were produced in abundance, and met with a ready sale; the larger fruits, such as apples, pears, and plums were a very light crop, and almost all of very poor quality. Fruit of good quality realised high prices and met with quick sales. The prices of all fruits were from 30 to 40 per cent. higher than in 1898. Apparently, producers are paying greater attention to the picking and packing of the crops, realising that the extra care bestowed well repays them when their crops come in competition with other markets. Insect pests and blight have to be very carefully guarded against by spraying and other methods. Nurserymen and all dealers in nursery stock have to procure a license from the State Commissioner of Horticulture, to comply with the Agricultural Law of the State.

Although the statistics in the appended annexes show that the total export trade of the port of Tacoma for 1899 has decreased as compared with 1898, yet there has been a very large increase in the quantity of flour exported to the Far East, and no abatement is apparent in the demand at the present time. Cotton, textiles, timber, paper, and condensed milk specially show a marked improvement. A comparatively new market in the Far East was also opened for the export of pig-lead and alcohol. Large cargoes of coal from this port were also shipped during 1899, principally to the Philippine and Hawaiian islands, for use of the Government transports. Special mention should be made of the large shipments to Siberia, Corea, and the new ports of Port Arthur and Talienwan, consisting chiefly of timber, flour, and other staples from this State.

Commercial  
relations with  
foreign  
countries.

The volume of imports through Tacoma from Japan and China, and the Far East generally, does not compare favourably with that of the previous years, though showing an improvement on that of 1898. The continuance of the 5*d.* duty on tea still curtails shipments of this commodity paying duty at this port, as well as large consignments passing through in bond, destined for interior and Eastern cities. A large increase in the quantity of grain bags from India, cement from Belgium, and rice from the Far East, constitutes the chief improvement among the dutiable goods, while improvement is shown in raw silk among the free goods.

Grain freights from ports in the Puget Sound district to Europe have ranged from 25*s.* to 40*s.* per ton of 2,240 lbs., the average being 35*s.*; to South Africa, 28*s.* 9*d.* to 46*s.* 3*d.* per ton, average, 38*s.* 9*d.* per ton.

Timber freights to Europe, 55*s.* to 80*s.* per ton, average, 72*s.* 6*d.* per ton; to South America, 42*s.* 6*d.* to 65*s.* per ton, average, 55*s.* per ton; to Australia, 42*s.* 6*d.* to 72*s.* 6*d.* per ton, average 57*s.* 6*d.* per ton; to South Africa, 57*s.* 6*d.* to 82*s.* 6*d.* per ton, average, 75*s.* per ton.

The average price of timber for export was 1*l.* 16*s.* per 1,000 ft., the present price is 2*l.* per 1,000 ft. Shingles averaged 5*s.* 6*d.* per bundle of 1,000.

Contrary to the expectation of many, the trade with Alaska is still large in volume and value. In addition to the development of quartz mines in South Eastern Alaska, favourable reports with reference to the placer mines in the Klondyke have come to hand. Reports have also reached here from Cape Nome, in North-West Alaska, of the discovery of valuable placer deposits upon the beach and the creeks along that coast. Hundreds of tons of merchandise, consisting of timber, coal, and staple articles of food have been taken into these districts within the past year. The trade between Puget Sound and Californian ports continues to be very brisk each way. The local trade, with this port as a centre, seems to be making some headway, but there are excellent possibilities for very much greater development.

Domestic  
trade.



The total business at the port of Tacoma during the year 1899 is estimated by the local authorities at 4,182,533 $\frac{1}{2}$ l, of which the exports may be summed up as follows:—Foreign, 1,521,656 $\frac{1}{2}$ l; domestic, 927,396 $\frac{1}{2}$ l. The imports were 1,733,481 $\frac{1}{2}$ l. These figures indicate an improvement over 1898.

Notes.

For general purposes the 1 $\frac{1}{2}$ l. sterling may be reckoned at 5 dol.

The domestic trade is not included in any of the appended annexes.

In addition to the principal articles of import enumerated in Annex B, there were goods to the value of about 463,325 $\frac{1}{2}$ l. entered for "immediate transportation," and other merchandise amounting to about 170,188 $\frac{1}{2}$ l. for "transportation and exportation," thus making a total value of imports passing through this custom-house of about 1,202,241 $\frac{1}{2}$ l.

Annex A.—RETURN of all Shipping at the Port of Tacoma during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	20	40,080	28	81,080	48	121,160
American ... ..	18	13,486	20	27,060	38	40,546
German ... ..	2	2,136	...	...	2	2,136
Total ... ..	40	55,650	48	58,090	88	113,740
„ for the year preceding ...	44	70,963	46	58,580	90	129,543

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	28	74,268	24	22,464	52	96,732
American ... ..	40	40,688	17	22,272	57	62,960
German ... ..	4	7,019	...	...	4	7,019
Hawaiian ... ..	1	868	...	...	1	868
Total ... ..	73	122,833	41	61,726	114	184,559
„ for the year preceding ...	81	117,298	40	64,469	121	181,767

NOTE.—The entrances and clearances of American vessels do not include the domestic trade.

**Annex B.—RETURN of Principal Articles of Exports to Tacoma  
during the Years 1899–98.**

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Wheat ... ..	Bushels ...	3,603,568	506,423	5,105,418	747,053
Flour ... ..	Barrels ...	370,516	218,659	224,889	214,963
Cotton ... ..	Lbs. ...	59,686,000	191,287	11,061,000	184,879
Textiles ... ..	" ...	59,496,000	137,267	...	80,336
Tobacco ... ..	" ...	...	124,139	...	141,814
Timber ... ..	Feet ...	190,000,000	95,000	25,320,000	42,993
Paper ... ..	" ...	...	17,038	...	2,574
Iron and manufactures	" ...	...	11,183	...	33,419
Coal ... ..	Tons ...	17,698	10,603	8,060	4,308
Liquors ... ..	" ...	...	8,076	...	19,817
Electrical supplies	" ...	...	7,937	...	8,973
Milk, condensed...	" ...	...	2,732	...	968
Pig lead ... ..	Lbs. ...	3,246,000	2,268	...	...
Alcohol ... ..	" ...	...	1,117	...	...
Other articles ... ..	" ...	...	99,621	...	141,426
<b>Total ... ..</b>	<b>...</b>	<b>...</b>	<b>1,433,160</b>	<b>...</b>	<b>1,599,623</b>

**RETURN of Principal Articles of Import to Tacoma during the  
Years 1899–98.**

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
			£		£
<b>Free—</b>					
Silk, raw .. ..	Lbs. ..	891,839	529,240	787,800	319,305
Ore .. ..	" ..	..	7,616	..	14,771
Other articles .. ..	" ..	..	2,864	..	16,906
<b>Total .. ..</b>	<b>..</b>	<b>..</b>	<b>539,720</b>	<b>..</b>	<b>351,482</b>
<b>Dutiable—</b>					
Tea .. ..	Lbs. ..	245,000	5,993	1,708,000	51,109
Grain bags .. ..	" ..	778,000	7,610	..	..
Cement .. ..	Barrels ..	18,000	5,558	2,500	694
Rice .. ..	Lbs. ..	502,000	2,002	122,000	610
Matting .. ..	Yards ..	34,000	478	..	2,427
Sugar .. ..	Lbs. ..	75,000	433	748,000	3,912
Ore .. ..	" ..	..	216	..	2,977
Other articles .. ..	" ..	..	6,718	..	9,302
<b>Total .. ..</b>	<b>..</b>	<b>..</b>	<b>29,008</b>	<b>..</b>	<b>71,031</b>
<b>„ free and dutiable .. ..</b>	<b>..</b>	<b>..</b>	<b>568,728</b>	<b>..</b>	<b>422,513</b>

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Tacoma to and from Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
Great Britain .. .. .	£ 34,297	£ 15,120	£ 129	£ 5,128
British colonies and dependencies—				
Hong-Kong .. 160,541		160,169	28,042	29 099
South Africa .. 104,093		132,567	..	..
Australia .. 12,338		22,249	..	..
Canada .. 6,978		1,480	12,531	20,423
Other countries 1,515		897	4,971	210
	286,465			
Queens town or Falmouth for orders .. .. .	295,500	630,894	..	..
Japan .. .. .	898,491	466,865	507,325	341,467
China .. .. .	173,879	117,672	10,000	25,326
Belgium .. .. .	82,821	..	5,574	..
Germany .. .. .	23,153	..	80	..
American territories—				
Philippine Islands 53,932		..	..	..
Hawaiian Islands 50,029		..	..	..
	103,961	12,795	66	19
Russian Siberia .. .. .	12,204	..	..	..
Corea .. .. .	2,562	..	..	..
South America—				
Peru .. .. .	7,698	15,200	..	..
Chile .. .. .	4,664	..	..	..
	12,362	..	..	..
Mexico .. .. .	2,153	..	..	..
Portuguese South Africa..	4,400	3,234	..	..
Other countries .. .. .	912	19,881	..	825
Total .. .. .	1,433,160	1,598,523	568,728	422,513

## SEATTLE.

Mr. Vice-Consul Pelly reports as follows:—

## General.

Seattle's year, 1899, shows large gains over the very prosperous year 1898, and eclipses the records of all previous years in practically all its departments of trade and commerce. Exports and imports show phenomenal gains. Bank clearings show a gain of about 100 per cent. Large operations in real estate and building are recorded. The fishing industry has had an exceptionally prosperous year. The lumber business has far exceeded any previous year's record. The factors opposed to the general prosperity during 1899 were the low price of wheat and hops

these two important agricultural interests naturally affecting the other mercantile interests of this city. The flour export trade, however, has been good. Exceedingly high prices have prevailed in general in this market, particularly towards the end of the year.

The exceptional progress of Seattle during 1899 as generally noted above is due to the following causes:—

1. Its natural growth as a new and energetic port competing with older ports for coast and Trans-Pacific traffic, and as a new and growing mercantile centre and distributive point assuming quickly its natural rights to trade, as for instance the Alaska trade, the Hawaiian trade, the Asiatic trade, and the trade of the large inland area hitherto controlled by eastern cities and other Pacific coast cities.

2. The impetus of a remarkable year's prosperity throughout the United States.

3. The influx of about 4,000,000*l.* in gold from the new Alaska and Klondike goldfields, much of which has been invested in the city.

4. In incidental ways, for instance the large United States transport business in connection with the Philippine Islands and the continued large business with Alaska.

Of Seattle's 11 banking institutions eight belong to the clearing house. On December 2, 1899, the aggregate capital of the eight banks was 251,000*l.*, and aggregate deposits 2,429,399*l.* The clearing-house exchanges during 1899 were 20,955,872*l.*, against 13,054,727*l.* in 1898. The receipts of gold at the Government Essay Office during 1899 were 2,564,727*l.*; 95 per cent. of this being from Alaska and the Canadian northern goldfields, and the remainder from near States. The total gold brought to Seattle during the year is estimated at from 4,000,000*l.* to 5,000,000*l.* Financial.

The population of Seattle, including the adjoining suburbs, was about 84,581, a gain of 5,554 for the year. The population in 1880 was 3,533, and in 1889, 26,740. The general health has been good. Births in 1899 were 726, and deaths 569. The mean temperature was 51.33 degrees Fahr., and total rainfall 37.13 inches. Miscellaneous.

There are established in Seattle 11 banking institutions, five boatbuilders with ways and drydocks, 20 engine shops, foundries, boiler-works, &c., two shoe factories, three breweries, 180 real estate and mining brokers, eight carriage and waggon works, 10 feed mills, two grain elevators, capacity 1,500,000 bushels, two flour mills, capacity 1,900 barrels daily, two large cold storage plants, 200 lawyers, several sailmakers, ship chandlery stores, &c.

In addition there are several large merchandise houses, carrying heavy stocks the year through, also two wholesale clothing houses, and one wholesale drug store.

At the Seattle abattoirs in 1899 there were killed 14,293 cattle, 42,000 sheep, 25,000 hogs, 2,000 calves, and in addition large quantities of livestock were shipped to Alaska.

**Building.** Building operations in Seattle during 1899 amounted to 314,013/. In 1898 the sum was 165,000/., 1897, 67,000/., and in 1896, 40,200/.

**Property purchases.** Real estate to the amount of 2,395,193/. changed hands during 1899 in this city. Large purchases were made by both the Great Northern and Northern Pacific trans-continental railroads which have terminal lands at this point. Seattle stands in the fifth place among cities in the United States in point of percentage increase in real estate transfers during the year.

**United States Government work.** During 1899 the Federal Government has continued its costly works at Port Orchard (Bremerton) contiguous to Seattle, and has announced its intention of making this a complete naval yard. In addition to the drydock (graving dock) completed in 1898, work has been proceeding during 1899 and is now continuing on large machine shops. The Government has also, it is reported, decided to fortify this naval yard. The drydock has been pronounced by the United States engineering department to be the finest in the United States. Several warships have been docked in it for cleaning and repairs, including the "Iowa." This vessel's repairs, including the fixing of new bilge keels, occupied 15½ days actual time.

Heavy shipments of guns and carriages for the fortifications at Point Wilson at the entrance to Puget Sound have been made during the year through Seattle.

The Government has established a military station at Magnomia Bluff, within the limits of Seattle and commanding the water approach to it. The buildings and barracks are complete, but no guns have yet been mounted.

An assistant quartermaster has been stationed at this port in connection with the shipments of horses, mules and general supplies to the Philippines. The United States War Department has found Seattle an economical point for handling this traffic. The quality of hay and oats obtained at warehouses here is excellent, though prices advanced with the unusual demand, particularly on hay. Timothy hay from Eastern Washington, the quality supplied, cost the War Department about 4/. 18s. per ton at ship's side, double compressed, and oats 4/. 8s. per ton of 2,000 lbs. There are several hay compressors in use here. Six cargoes were shipped by this commissariat station, exclusive of one returned through stress of weather. The total disbursements amounted to about 200,000/.

The shipbuilding firm of Moran Brothers Co., built during 1899 for the naval department the torpedo boat "Rowan." This firm is now endeavouring to secure a contract for one of the new cruisers to be built for the United States navy.

An appropriation is pending in Congress for a federal building at Seattle, to cost 60,000/.

**Flour trade.** The flour trade of this port has assumed considerable proportions, particularly with China, Japan, Hawaii, and Russia. In the early part of the year, however, considerable amounts of surplus stocks of flour held by interior millers were thrown

on the market in the Far East on consignment, naturally hindering regular trade. The experiment of consignment will probably not be repeated, as it was not very profitable. The small gain in the exports of flour shown in Annex B, however, was due more largely to lack of cargo-space from this port, which has become a crying evil among millers. The Oriental liners sailing from this port are generally loaded with cotton, machinery, &c., from eastern points. With this state of affairs prevailing locally the Canadian Pacific Railway's line of steamships from Vancouver, British Columbia, not far north of Seattle, has been benefited considerably, much of the flour from this point to China and Japan having been shipped by that route. This, however, did not completely relieve the situation, and one or two special steamship charters were made to carry flour only to the Far East from Puget Sound, Seattle millers enjoying their share of the space. The year 1900 will show up much better in flour exports, and greatly aid wheat holders in this State, as preparations have been made for extra vessels. The Great Northern Railway Company has also made preparations to increase the tonnage of the Oriental line, as noted under "shipping." Two qualities of flour are shipped from this point to the Far East, one worth at date 10s. 2½d. per barrel of 200 lbs., and the other 11s. 5d. per barrel. The low grade, called "straight flour," and including all the wheat, excepting bran and shorts, is in much the heaviest demand. The market across the Pacific is thus an extremely profitable one, using up all the substance of the wheat. The flour quotations are low, in touch with the quotations on wheat worth 2s. 1d. to 2s. 2½d. at mill here. The highest prices of flour during the year were 13s. and 11s. 9½d. respectively for the two grades. The former prices are the lowest of the year.

Seattle has two export grain elevators of an aggregate capacity Grain. of 1,500,000 bushels. One of these at the docks of the Great Northern Railway, and of a capacity of 850,000 bushels, was erected in 1899. As shown in Annex B, there was a great decrease in wheat shipments from this port during 1899. This is accounted for by the low price of wheat, farmers refusing to sell at the figures prevailing. The prices ruled as low as 2s. per bushel for No. 1 export, little club, and 2s. 0½d. per bushel for No. 1 export, blue stem, during the early months of the last crop. These figures are at water's edge, Seattle, the corresponding amount (being freight deducted from farm) about 1s. 4½d. to 1s. 6½d. per bushel at farm, according to the locality. The decrease of wheat exports here is typical of the exports at other Pacific Coast points, excepting San Francisco alone. A heavy factor in the wheat situation also has been the heavy freight rates prevailing, reaching as high as 40s. in the last month of the year for United Kingdom for orders. The range of rates is usually between 35s. and 37s. 6d.

Receipts of grain at Seattle during 1899 were: wheat, 2,098,333 bushels, a large part of which is stored at elevator at  
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date; barley, 155,335 bushels; oats, 109,800 bushels. Large quantities of oats were shipped to the Philippines for war account, and also to British Columbia and Hawaii for feed. Oats are worth 4*l.* to 4*l.* 12*s.* per ton of 2,000 lbs. at water's edge, and barley 3*l.* 16*s.* per ton. Very little barley has been exported from this point.

**Coal.**

Seattle is the shipping and distributing point of a vast coal area of King County, and contiguous coal-fields. Ten mines shipped by rail to Seattle in 1899 the total of 830,000 tons of coal, against 660,000 tons in 1898—a notable increase. Two new mines capable with present force of producing 20,000 tons per month have just been opened, and active work is going forward on other large coal mines. The coal in this country ranges from a brown lignite to a high-grade bituminous coal. The chief market for the Seattle coal is San Francisco, to which point 271,694 tons were shipped in 1899. A large amount is shipped also to Alaska for use in the Treadwell and other mines, and quantities to Hawaii. The demand at San Francisco this year has been excessive, owing to the short imports of foreign coals there, and every available craft on the Pacific Coast has been obtained at Seattle to relieve the demand. Coal shipped coastwise in 1899 amounted to 440,000 tons, and foreign about 6,000 tons. Steam coal averaged 12*s.* per ton during 1899. On account of certain competition by mines there was no advance.

**Exports.**

There is a remarkable increase in exports, as shown in Annex C, amounting in 1899 to 196,320*l.* In 1897 the Seattle exports were 669,629*l.*, in 1896 323,000*l.* The exports to Great Britain, including one cargo for orders, were two cargoes of wheat and one cargo of mixed wheat and canned salmon. The exports to Hong-Kong consisted of one complete cargo of flour, and miscellaneous shipments, such as flour, beer, condensed milk, &c., by the regular liners. For Canadian shipments see heading "British Columbia Trade" on p. 42. The exports to Japan were flour, lumber, cotton, iron manufactures, tobacco, lead, &c., by regular Oriental liners. See next page.

The Hawaiian exports consisted of machinery for sugar refineries, &c., feed (including hay, bran, wheat, and oats) flour, salmon, beer, condensed milk, provisions, hardware, lumber, and lime. The lime is manufactured in this State and the beer in this city. The large part of the packing-house product was manufactured in this city. Russian shipments were flour, lumber, and general merchandise. Exports to the Philippine Islands were on account of the United States commissariat, as elsewhere noticed, except a few general shipments by the Oriental liners. South American, African, and New Caledonian shipments were lumber. The export trade of Seattle is rapidly developing.

**Imports.**

Imports, as exhibited by Annex C, show a remarkable gain. The imports for 1899 were 1,349,528*l.*; for 1898, 528,487*l.*; for 1897, 94,852*l.* Of the imports for 1899, 87,770*l.* were for transportation and exportation, and 419,000*l.* for interior points. The

imports from Great Britain were six cargoes of sailing vessels, remainders of cargoes being discharged at Vancouver or Victoria, British Columbia, and consisted of quassia wood, coke, salt, cement, pig-iron, firebrick, and whisky. The German imports consisted of two cargoes of cement. The Belgium import was one cargo of cement. The Japanese, Chinese, and Asiatic imports were silk, rice, jute, tea, sugar, matting, carpets, curios, goat-skins, oranges, bamboo, baskets, straw braid, brushes, wine, hides, cinnamon, cassia, &c. The bulk of the imports were from these latter points, principally from Japan. The imports from Hong-Kong continue limited; they consisted in 1899 principally of rice, flour, sugar, and general merchandise of Chinese necessity in this country.

The awakening interest of Japan in America is bound to cause a still further increase in Seattle's import business. Japanese and Chinese interest in this city is also increasing. Another factor in this business is Seattle's gradually increasing financial importance, its bonded warehouses with modern storage facilities providing great security with cheap insurance.

As shown in Annex C, the greater part of Seattle's general foreign trade, not including lumber, is with Japan, China and Russia. During 1899 the general traffic in this trade was performed by the Japanese steamships of the Nippon Yusen Kaisha line in connection with the Great Northern Railway, the only exception being one cargo of flour to Vladivostock, and one to Hong-Kong, carried by sailing vessels. The Nippon Yusen Kaisha line was established in 1896, the vessels engaged averaging 2,515 tons each, and leaving Seattle about once per month. One extra vessel of like tonnage was put on during 1899. Both outward and inward these vessels have been full to the hatches. They have not been able to accommodate flour shippers, as noted under "flour," p. 38. Competing with this line from Puget Sound are the Northern Pacific Steamship line and the Canadian Pacific line, the latter from Vancouver, British Columbia. The Great Northern Railway Company, which is chiefly interested in the Far Eastern traffic at this point, is reported to have awarded contracts for four steamships averaging 10,000 tons each, one to be completed in 1901 and the remainder by 1903. These vessels will be the largest on the Pacific, and be engaged in the Trans-Pacific traffic between Seattle and the Far East. The advent of these steamships is awaited here with considerable interest, as it will naturally afford increased opportunities for this port's commerce and manufactures. Exports by the Nippon Yusen Kaisha line are transhipped at Nagasaki for other Far Eastern points. Shipments of machinery were made to Japan for factories, and to Port Arthur and Vladivostock for Russian naval machine shops and for the Trans-Siberian railroad. Large tobacco and cigarette shipments were made by American manufacturers to forestall the high import duty enforced in Japan in 1899. The comparative smallness of the cotton exports was due to the establishment in 1899 at San Diego, California, of the California and Oriental



British  
Columbia  
trade.

Steamship Company in connection with the Atchison, Topeka and Santa Fé Railway, this line carrying almost as much cotton in 1899 as was shipped on both the Nippon Yusen Kaisha and Northern Pacific lines from Puget Sound.

Seattle transacts a large business with British Columbia, as noted under the head of "shipping." The items of imports and exports under Canada in Annex C were mainly on account of British Columbia. Among the imports were 10,370 cases of canned salmon from the Fraser River canneries for export to the United Kingdom and other points; 3,000 cases of powder from the powder factory at Vancouver Island, 1,706 sacks of ore, 556 cases of drugs, 236 barrels of coal-tar, 14,420 packages of groceries, 4,618 cases of liquor, 758 packages of tea, 592 packages of machinery, 1,512 tons of coal, 1,558 bundles of hides, and a miscellaneous amount of household goods, &c. A large portion of the exports were re-shipments of Oriental goods, flour, feed, packing-house products, spices, &c. A large quantity of American manufactures from Eastern points are also shipped through this port. The general merchandise shipped to British Columbia from Seattle in 1899 was 17,200 tons, flour 875 tons, and feed 1,620 tons.

Shipping.

There was a considerable increase in the volume of shipping entering and clearing at this port. Besides the shipping as shown in Annex A, however, a large tonnage arrived and departed from Seattle and recorded entrance and clearance at Port Townsend, the headquarters of the customs district of Puget Sound, conveniently settled near the entrance of this inlet. In addition there was a large volume of coastwise traffic. The following figures show the tonnage received at, and shipped from Seattle, obtained from unofficial sources:—

ENTERED.

From—	Number of Vessels.	Tons.
San Francisco and southern coast	230	298,500
Alaska .. ..	275	172,000
Foreign countries .. ..	130	141,150
Total .. ..	635	611,650

CLEARED.

For—	Number of Vessels.	Tons.
San Francisco and southern coast	210	300,050
Alaska .. ..	275	180,000
Foreign countries .. ..	125	123,150
Total .. ..	610	603,200

The above figures do not include the foreign clearances of the daily passenger and freight steamships plying between Seattle and British Columbia ports, Victoria and Vancouver, which clearances are only in part included in Annex A, for the reason that all data contained therein are taken from the custom-house records of the city of Seattle, and many of these steamers with Seattle cargoes enter and clear at Port Townsend, which is the first port of entry for steamers entering Puget Sound waters.

Of the foreign entrances shown here, 218 vessels of an aggregate tonnage of 150,965 tons were from British Columbia, being the character of craft just mentioned. Of the clearances, 120 vessels of a tonnage of 60,596 tons were similarly engaged. A great part of this Seattle tonnage both enters and clears at Port Townsend on the route south from Victoria, and does not, therefore, appear in Annex A, though it must be included in any statement of Seattle's shipping interests. There remains in port each week in Seattle an average of 11,000 tons of shipping.

The large amount of shipping on Alaska account is particularly noticeable. This traffic shows no sign of abatement, and, in fact, the discovery of new gold fields at Cape Nome this year promises to increase greatly the aggregate of the Alaska shipping from Seattle in 1900. The rapid development of quartz mines in Alaska, also has its effect on this shipping, in the carrying of machinery, supplies, &c. A large proportion of the output of Alaska and British Columbia salmon canneries is also tributary to this shipping, as also the guano and fish-oil business of this northern country. Fresh fish from Alaska received at Seattle in 1899 amounted to 3,682 tons.

A large proportion of the San Francisco and southern coast traffic is in the coal trade. A large lumber fleet leaves this port also for the south. In addition there is the regular steamship line of the Pacific Coast Steamship Company, one 2,000-ton vessel of this line calling at Seattle every five days with passengers and general merchandise. These vessels, as well as the returning coal fleet, often carry merchandise billed from the Far East via San Francisco, or from California and the South American coast, to Seattle and Eastern American points.

The foreign shipping interest of most importance at this port is the Nippon Yusen Kaisha line to Yokohama and other ports in the Far East, in connection with the Great Northern Railway, which has its terminus at this port. (See "Oriental trade," p. 41.)

During 1899 seven ships cleared from Seattle for Manila with war supplies. The aggregate tonnage was six steamships (14,061 tons), and one sailing vessel (1,521 tons). The shipping in this connection will probably continue during part of 1900.

During 1899 the British-American line was established between Seattle and Hawaii by local and British capitalists. Eight general cargoes were shipped by this line from Seattle. The return cargoes consisted of a few fruits, honey, &c., the vessels being practically empty from Hawaii to this port. Efforts are being made to

overcome this onerous state of affairs. The British-American line will continue through 1900, and has chartered another steamship. The Pacific Coast Steamship Company has stated its intention of sending a steamship monthly from Seattle to Hawaii this year. Besides the general cargoes noted above one independent schooner sailed to Honolulu with a cargo, and there was a fleet of 15 lumber vessels.

Besides the foregoing shipping interests, Seattle is to some extent an outfitting point for the Pacific-Arctic whaling fleet, a trading fleet, the Government revenue cutter fleet, and a lay-up port for a number of vessels, as noted previously. It is also a cheap repairing port, and as noted briefly, possesses one of the finest shipyards on the Pacific Coast. The firm owning this yard recently forged the largest propeller shaft ever made on the Pacific, it being 12½ inches diameter, and 9,000 lbs. weight. The yards are completely fitted for every department of iron and wooden ship-building and repair, and were largely responsible for the quick and workmanlike fitting-up of the Government Philippine transports during 1899.

Seattle is the headquarters of the Puget Sound Tugboat Company. This firm controls the towing interests on Puget Sound. For charges see below.

During 1899 various investigations have been made by Russians towards establishing a steamship line from Seattle to Vladivostock.

The harbour of Seattle is comprised in a deep bay of a width of 3 miles and a practically unlimited deep-water front, along which extend its docks. The approach is open. Vessels are not allowed to anchor in the fairway. Anchorage elsewhere in the bay is free. Harbour charges otherwise are for buoy mooring only, 2*l.* being charged each vessel over 500 tons to moor for 10 days or less, and 4*s.* per day each additional day. Vessels remaining in port any length of time generally anchor in the bay.

The charges of the Puget Sound Tugboat Company from Cape Flattery to Seattle are for vessels of 500 to 700 tons, 45*l.*; 701 to 1,000 tons, 50*l.*; 1,001 to 1,200 tons, 55*l.*; 1,201 to 1,500 tons, 60*l.*; 1,501 to 1,800 tons, 65*l.*; 1,801 to 2,000 tons, 70*l.*; 2,001 to 2,500 tons, 75*l.*; 2,501 to 2,750 tons, 80*l.*; 2,751 to 3,000 tons, 85*l.*; 3,001 to 3,500 tons, 90*l.* Lower charges are made from Port Angeles, Port Townsend, and Royal Roads. Docking vessels charge is 5*l.*; hawser to or from sea, 2*l.*

Stevedore charges at this port average, for flour, 1*s.* 2½*d.* per ton of 2,000 lbs.; wheat, 1*s.* 2½*d.*; general merchandise, from 1*s.* 3½*d.* to 1*s.* 5*d.*; iron, 1*s.* 7½*d.*; lumber, 3*s.* 2½*d.* to 6*s.*, according to size and conveniences, per 1,000 square feet.

Freights ranged higher during the latter months of 1899. Grain charters were made for United Kingdom for orders at from 31*s.* 9*d.* early in the year, to 40*s.* later. Quotations in December were as follows:—

				Rates of Freight.					
				From—			To—		
				£	s.	d.	£	s.	d.
<b>GRAIN FREIGHTS.</b>									
Seattle to Cork, for orders	..	..	..	1	17	6	2	0	0
<b>LUMBER FREIGHTS.</b>									
Seattle to Sydney	..	..	..	2	7	6	2	10	0
" Melbourne or Adelaide	..	..	..	2	15	0	2	16	3
" Fremantle	..	..	..	3	5	0	3	6	3
" Shanghai	..	..	..	2	13	9	3	0	0
" Vladivostok	..	..	..	2	15	0	2	16	3
" West Coast, Pisagua Range	..	..	..	2	17	6	3	0	0
" South Africa	..	..	..	3	5	0	3	7	6
" United Kingdom or Continent	..	..	..	3	17	6	4	0	0

Early in the year 38s. 9d. was quoted for lumber to Sydney.

Flour rates on regular liners were advanced during 1899, the following being the present schedule of the "Nippon Yusen Kaisha" from Seattle to Yokohama, Kobe, Nagasaki, Moji, Hong-Kong, and Shanghai, in tons of 2,000 lb., or measurement of 40 cubic feet:—Flour, 1*l.* 4s. gold (not Mexican as hitherto quoted); wheat, 1*l.* 8s.; oats, 2*l.* 8s.; bran, 3*l.*; hay, compressed, 3*l.*; beer, 1*l.* 12s.; canned goods, 1*l.* 16s.; salt fish, 1*l.* 6s.; lead or nails, 1*l.*; paper, 1*l.* 6s.; and pulp, 1*l.* 2s. Lumber rates are 2*l.* 10s. to 1*l.* 15s. per 1,000 square feet (1-inch thick), according to size of timber.

As shown in Annex B, the lumber exports from Seattle were considerably larger during 1899 than in 1898. Of these exports, 15 cargoes were to Hawaii, four cargoes to the Far East, five cargoes to Australia, five cargoes to South America, and 1 cargo to New Caledonia, besides part cargoes to Manila and other ports. Besides the exports shown, a large amount of lumber is shipped coastwise to Alaska and California.

Of the exports of lumber a large proportion was shipped by the Port Blakely Mill Company, a firm owning the largest mill, it is reported, in the world, opposite Seattle on the west side of Puget Sound. Tributary to Seattle also is the shingle manufacturing site of Ballard, situated on the edge of the Seattle city limits. Ballard also has one large fir sawmill and one large cedar sawmill. Seattle besides has six saw and shingle mills within its own limits. The entire cargo shipments of the three principal shipping mills in the above amounted, in 1899, to 99,831,000 feet (of 144 cubic inches each) lumber, 17,934,195 laths, and 9,139,250 shingles. The cut of the six Seattle mills was 47,603,824 feet of lumber, 4,080,750 laths, and 35,400,000 shingles. The cut of the Ballard mills was 52,060,000 feet of

lumber, 10,000,000 laths, and 411,800,000 shingles. The Port Blakely shipments were 80,248,000 feet of lumber, 14,000,000 laths, and 4,200,000 shingles. Total output of these three divisions: 179,911,824 feet of lumber, 28,080,750 laths, and 451,400,000 shingles.

Prices and  
general  
remarks.

As briefly mentioned, prices in general have been on the upgrade in this city during the entire year, the exceptions being in agricultural produce, as already noted. Hops at date are selling from  $3\frac{1}{4}d.$  to  $9\frac{1}{4}d.$  In August free offers were made by buyers to contract ahead for the crop then about due at  $5\frac{3}{4}d.$ , but farmers generally refused, expecting better figures. The quality of samples submitted to local buyers was not good. The crops grew splendidly until about maturity, when heavy and continued rains caused "new growth" and "over maturity," and delayed picking.

Prices of cattle ranged from  $1\frac{3}{4}d.$  to  $2\frac{1}{4}d.$ , the market being generally strong throughout the year, in touch with the general heavy demand for beef and hides. Sheep ranged about  $2d.$ , and hogs  $2\frac{1}{2}d.$  (live).

Wool has had a good year. Qualities locally are divided between Eastern Washington, price,  $5d.$  to  $7d.$  at date; Puget Sound, clean,  $9d.$ ; and Puget Sound, "timber burnt,"  $6\frac{1}{2}d.$  to  $7\frac{1}{2}d.$  The winter so far is reported here from the ranges as mild, with little loss of sheep, and promise of a large crop of wool. The woollen mills tributary to Seattle at Kirkland have been very busy, particularly with the Alaska demand, and have consumed large quantities. The price of sockeye salmon, canned, was fixed by the Puget Sound Packers' Association (an association of all canneries on Puget Sound), at  $4s. 10d.$  for 1 dozen 1 lb. talls. Later in the season, however, a quantity was sold at  $4s. 5d.$  The pack of this fish was about the largest ever made. Prices of other salmon were fixed as follows, and were reported generally maintained under a strong demand. Chums, 1 lb. talls,  $2s. 10d.$  per dozen; humpbacks or pinks, 1 lb. talls,  $3s.$ ; red springs or tyees, 1 lb. talls,  $4s. 5d.$ ; 1 lb. flats,  $4s. 10d.$ ; cohoes, 1 lb. talls,  $4s.$ ; 1 lb. flats,  $4s. 5d.$  The usual discount of  $1\frac{1}{2}$  per cent. was given on these figures. The higher prices of tin-plate will advance the cost in 1900  $3\frac{1}{4}d.$  per dozen. The outlook is for a larger number of canneries in 1900.

Lumber prices in general advanced in 1899, owing to the extraordinary demand, the advance in wages, and general advance in machinery and materials for logging and sawing, &c.

Shingle manufacturers, sawmill men, and loggers are all well organised in their respective departments for the maintenance and regulation of prices, Seattle being headquarters for the Washington Shingle Association and the Puget Sound Loggers' Association. Shingle prices as a rule are  $10d.$  higher at date than one year ago, ranging from  $5s. 4\frac{1}{2}d.$  to  $6s. 2\frac{1}{2}d.$  per 1,000 for grades known as "Stars" and "Clears" respectively. In fir lumber advances have been made according to grade, the finer qualities of flooring and matching becoming scarcer and more

valuable. No. 1 flooring may be quoted, dressed and matched, at 3*l.* 4*s.* to 4*l.* per 1,000 feet (each foot is 144 cubic inches). Ceiling is quoted 2*l.* 4*s.* to 3*l.* Common lumber, according to size and quality, is quoted 1*l.* 12*s.* to 9*l.* Rough, 2 by 4 to 4 by 12 34 to 40 feet in length, is quoted 1*l.* 12*s.* Same, 10 by 24 to 24 by 24, 92 to 100 feet in length, is quoted 9*l.* per 1,000 feet.

Annex A.—RETURN of all Shipping at the Port of Seattle during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	13	25,474	33	24,975	46	50,449
American ... ..	2	1,145	194	139,374	196	140,519
Hawaiian ... ..	1	1,992	...	...	1	1,992
Japanese ... ..	...	...	14	33,627	14	33,627
Total ... ..	16	28,611	241	197,976	257	226,587
.. for the year preceding ...	24	24,903	165	129,682	189	154,485

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	4	8,392	41	35,238	45	44,630
American ... ..	29	16,614	94	50,610	114	67,124
Japanese ... ..	...	...	14	33,727	14	33,727
Norwegian ... ..	1	1,370	1	1,417	2	2,097
Chinese ... ..	2	1,911	...	...	2	1,911
Hawaiian ... ..	1	1,534	...	...	1	1,534
Peruvian ... ..	1	780	...	...	1	780
German ... ..	1	1,687	...	...	1	1,687
Total ... ..	31	33,158	150	120,912	181	154,070
.. for the year preceding ...	57	50,036	151	82,006	208	132,042

Annex B.—RETURN of Principal Articles of Export from  
Seattle during the Years 1899-98. (Compiled from  
Custom-House Records.)

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Wheat ... ..	Bushels ...	403,337	\$ 48,816	1,187,891	\$ 178,628
Flour ... ..	Barrels of 200 lbs. ...	216,071	135,107	214,222	159,229
Lumber ... ..	Feet of 144 cub. in. ...	26,886,008	49,123	16,635,000	29,933
Cotton, raw ...	Lbs. ...	23,801,780	297,644	30,093,000	254,982
Iron manufactures	...	...	75,384	...	29,400
Tobacco ... ..	Lbs. ...	2,217,207	...	...	...
Cigarettes ...	...	12,775,000	68,390	...	12,001
Lead ... ..	Lbs. ...	2,230,066	18,720	...	12,725
Iron rails ...	...	...	1,373	...	7,833
Canned salmon ...	...	1,065,280	21,384	...	2,908
Electrical supplies	...	...	1,630	...	2,273
Alcohol ... ..	...	...	...	...	6,723
Beer ... ..	Gallons ...	104,634	12,393	...	...
Textile manufactures	...	...	9,236	...	630
Condensed milk ...	Lbs. ...	119,940	1,714	...	196
Oil ... ..	Gallons ...	98,828	4,886	...	...
Other articles ...	...	...	212,149	...	64,165
Total ... ..	...	...	957,949	...	761,629

RETURN of the Principal Articles of Import to Seattle during the  
Years 1899-98.

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Rice .. ..	Lbs. ..	3,478,400	\$ 24,988	1,300,000	\$ 4,700
Jute .. ..	Bales ..	2,024	630	400	592
Tea .. ..	Lbs. ..	9,510,615	217,564	19,031	448
Sugar .. ..	...	750,000	4,201	1,230,000	6,633
Matting .. ..	Rolls ..	106,851	87,831	..	2,524
Silk .. ..	Packages	332	662,167	3,795	316,059
	Bales ..	7,360			
Liquors .. ..	...	...	13,468	..	3,398
Salt .. ..	Sacks ..	46,171	18,673	..	..
Coal .. ..	Tons ..	1,512	1,800	12,000	6,700
Firebrick .. ..	Pieces ..	112,368	2,345	..	..
Cement .. ..	Barrels ..	42,908	35,225	..	..
Other articles ..	...	..	280,736	..	27,900
Goods for immediate transportation ..	..	..	..	..	159,533
Total .. ..	..	..	1,349,523	..	528,487

NOTE.—Of the total imports in 1899, 531,880% were entered for transport and  
exportation. Most of the tea and silk is in transit.

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Seattle to and from Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Great Britain .. .. .	67,861	181,228	37,245	3,420
Colonies and dependencies—				
Hong-Kong .. .. .	80,890	121,399	15,000	12,774
Africa .. .. .		13,000	..	..
Australia .. .. .	9,078	11,014	42	..
Canada .. .. .	74,166	1,700	79,200	25,000
India .. .. .	14	223	4,630	592
Other countries .. .. .	1,263	2,045	..	..
	164,911			
Japan .. .. .	447,389	346,901	1,133,248	473,000
Hawaii .. .. .	82,168	23,267	500	..
Philippines .. .. .	90,846	..	..	..
China .. .. .	62,180	20,909	£0,000	7,674
Siberia .. .. .	24,253	17,190	..	..
South America—				
Peru .. .. .	1,206	1,641	..	..
Argentina .. .. .	2,042	..	..	..
Chile .. .. .	4,924	1,133	..	..
	8,172			
Korea .. .. .	5,877	..	..	..
Portuguese South Africa.. .. .	3,367	2,105	..	..
New Caledonia .. .. .	1,425	..	..	..
Germany .. .. .	..	..	14,880	1,600
Belgium .. .. .	..	..	14,378	4,122
Other countries .. .. .	..	17,874	405	305
Total .. .. .	957,949	761,629	1,849,528	528,487

#### PORT TOWNSEND.

Mr. Vice-Consul Klocker reports as follows:—

The past year has been one of success all round, with the Trade and lumber interest included, and the present year promises well in every way. Prices have advanced and are firm with a tendency upwards. commerce.

All the logging camps in this section are busy; logs are in demand at good prices, in fact the supply is not equal to the demand. Formerly, we used to send logs to British Columbia; last year, however, a considerable quantity of logs were imported from there. At a Puget Sound logging camp the average pay of the men is 2 dol. 70 c. per day, and skilled loggers are in demand at good pay.

The lumber shipments last year were in excess of the year previous, and as a new market several cargoes were forwarded Shipping and freight.



to the Philippine Islands. Hawaiian Islands were also heavy importers of lumber, and at present a good many cargoes are booked to be shipped to Manila.

Lumber freights were particularly good during the year; vessels are very scarce, and there is every prospect of rates being high all during this coming year.

**Alaska.**

Although the Klondike excitement has abated, still the traffic to Alaska is good, and all steamship lines doing business in Alaska do a good and steady business. At present everything centres itself on the new gold diggings located last year at Cape Nome in American Territory, and every available steamer is booked to leave Puget Sound for the new gold fields, as soon as the ice north will permit. At present there is every indication the rush will be a large one, several steamers having already sold every berth. The rate from Puget Sound to Cape Nome, first class, is 125 dol.; second class, 75 dol.

**Shipbuilding.**

The shipbuilding industry has more than doubled last year and at present sailing and steam schooners are being built all over Puget Sound. New ship yards have been located everywhere, and they all have work ahead for over a year and are refusing orders. Several large steam schooners are being rushed to completion to enter the Cape Nome trade.

Ship carpenters are all employed at wages ranging from 4 to 5 dol. per day, and any kind of carpenters find ready employment at these rates.

**Steamship lines.**

All steamship lines engaged out of Puget Sound to the Far East have been kept busy during the year, in fact they have to refuse trade. This trade is continually increasing and many outside steamers have been chartered. This year (1899) looks very promising, and a large trade is predicted with China and Asiatic Russia; several cargoes of general merchandise have already been forwarded to Vladivostock, Russia.

A British steamship line to the Hawaiian Islands seems to have all it can carry.

**Cement.**

Several cargoes of cement have been imported to Puget Sound during the year, most of it having been used at the fortifications at this port; several cargoes are also under way. All of this cement has been imported from Belgium and Germany.

**Disasters.**

There were no wrecks of British vessels in this district reported last year. However, the British steamer "Elm Branch" was picked up disabled with her propeller gone in the vicinity of Cape Flattery and towed to Port Townsend.

**New industry.**

Salmon canneries are being built and old ones improved all over the Sound and a big cannery is nearing completion at this place, employing already a big force of men building docks, warehouses and scows. Last season was reported a very profitable one to the canneries.

**Quarantine.**

The quarantine station for Puget Sound is located near this place, and since the bubonic plague broke out in Honolulu, every vessel arriving from there or any other infected port, has to

undergo fumigation at the quarantine station, which mostly takes three days.

A case of bubonic plague has been reported at the quarantine station; said case arrived here in a steamer with passengers from Japan via Honolulu.

The quarantine regulations are getting stricter, and I must again urge British shipowners to see that their ships are supplied with an American Consular Bill of Health when bound to a port in the United States from any port where there is a United States Consular officer stationed.

This law has been in force for a number of years; still British vessels arrive here without such document, which not only causes the vessels to be fined, but also considerable trouble and delay.

A syndicate is again boring for coal in this vicinity, and this Coal time it seems with some success. Experts still maintain that the formation of the strata indicate the presence of coal.

The general health of this district has been good, no epidemic Health or other diseases having occurred.

The export trade shows a decrease of 39,197% over last year.

The import trade shows an increase of 3,469%.

I append the several annexes marked A, B and C to show the commerce and trade in this district.

Annex A.—RETURN of all Shipping at Port Townsend during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	27	47,394	2	2,090	29	49,484
American ... ..	157	87,529	963	493,253	1,120	580,782
Chilian ... ..	7	7,832	...	...	7	7,832
German ... ..	5	6,817	...	...	5	6,817
Hawaiian ... ..	4	7,079	...	...	4	7,079
Peruvian ... ..	2	1,144	...	...	2	1,144
Norwegian ... ..	1	1,270	2	3,317	3	4,587
Italian ... ..	1	1,354	...	...	1	1,354
Total ... ..	204	160,419	967	498,660	1,171	659,079
„ for the year preceding ...	159	154,253	1,063	631,969	1,222	786,221

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	20	33,578	2	2,090	22	35,668
American ...	157	101,315	1,039	619,769	1,196	721,074
Hawaiian ...	4	7,117	...	...	4	7,117
Chilian ...	4	4,860	...	...	4	4,860
German ...	2	2,537	...	...	2	2,537
Norwegian ...	...	...	1	1,900	1	1,900
Italian ...	1	1,354	...	...	1	1,354
Peruvian ...	1	394	...	...	1	394
Total ...	189	151,155	1,042	623,749	1,231	774,904
„ for the year preceding ...	165	154,443	1,166	702,908	1,321	857,051

## Annex B.—RETURN of Principal Articles of Export from Port Townsend during the Years 1899–98.

Articles.	Value.	
	1899.	1898.
	£	£
Wheat .. .. .	6,187	5,875
Flour .. .. .	9,572	19,182
Barley and feed .. .. .	35,208	30,302
Coal .. .. .	9,872	4,062
Timber .. .. .	171,199	123,367
Wood, and manufactures .. .. .	39,336	16,982
Furniture .. .. .	..	18,822
Iron, and manufactures .. .. .	89,285	97,882
Furs and hides .. .. .	..	939
Provisions, meats .. .. .	30,112	26,943
Cattle .. .. .	45,364	31,832
Liquors .. .. .	28,762	21,117
Cotton .. .. .	5,131	16,164
Fish .. .. .	14,577	40,717
Tinned fruits and vegetables .. .. .	..	9,891
Chemicals .. .. .	..	17,159
Wool, and manufactures .. .. .	..	3,922
Leather .. .. .	..	14,241
Coffee .. .. .	..	2,641
Oil .. .. .	14,317	..
Paper .. .. .	48,819	67,669
Books and printed matter .. .. .	..	6,410
Hay .. .. .	18,163	10,702
Fibres and grasses .. .. .	..	6,480
Fruits and nuts .. .. .	27,905	15,026
Cycles and carriages .. .. .	..	16,795
Indiarubber, and manufactures .. .. .	..	6,923
Electric instruments .. .. .	2,172	1,092
Lime .. .. .	..	2,700
Dairy products .. .. .	9,257	10,163
Musical instruments .. .. .	..	3,062
Tobacco .. .. .	10,173	17,153
Logs .. .. .	13,622	..
Tin, and manufactures of tin .. .. .	..	4,520
Lead .. .. . lead .. .. .	..	1,702
Gunpowder .. .. .	21,187	4,200
Eggs .. .. .	..	7,060
Sugar .. .. .	..	3,593
Soap .. .. .	..	2,302
Salt .. .. .	..	592
Oils .. .. .	..	10,820
Other articles .. .. .	27,023	15,991
Total .. .. .	677,248	716,445

RETURN of Principal Articles of Import to Port Townsend  
during the Years 1899-98.

Articles.	Value.	
	1899.	1898.
	£	£
Cement .. .. .	..	14,550
Coal .. .. .	..	5,128
Iron, and manufactures..	..	1,063
Tin-plates .. .. .	3,917	6,302
Lead and ore .. .. .	69,224	94,422
Copper ore .. .. .	150,722	80,120
Liquor .. .. .	25,282	10,574
Sugar .. .. .	1,216	2,915
Rice .. .. .	1,112	2,097
Tea .. .. .	..	942
Chemicals .. .. .	1,064	2,043
Matting .. .. .	..	192
Fish .. .. .	1,983	1,103
Household furniture ..	11,045	10,220
Wool .. .. .	..	910
Chinaware .. .. .	..	2,228
Hides .. .. .	950	2,811
Coffee .. .. .	1,524	972
Opium .. .. .	..	350
Paper .. .. .	1,428	1,344
Furs .. .. .	..	5,323
Wood .. .. .	1,712	3,383
Vegetables .. .. .	611	1,181
Salt .. .. .	..	943
Cocoa .. .. .	..	962
Cattle .. .. .	..	1,530
Hops .. .. .	1,625	1,000
Logs .. .. .	8,250	..
Other articles .. .. .	15,967	40,052
<b>Tota .. .. .</b>	<b>297,632</b>	<b>294,163</b>

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Port Townsend to and from Foreign Countries during the Years 1899-98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Great Britain .. ..	..	1,716	..	3,672
British Columbia and Canada .. ..	485,872	352,815	209,832	209,746
Australia .. ..	73,848	80,419	..	47
British Africa .. ..	..	4,482	..	..
Hawaiian Islands .. ..	72,932	57,082	2,408	1,148
Hong-Kong .. ..	22,080	7,671	6,217	349
Mexico .. ..	14,229	11,927	2,670	1,912
Portuguese Africa .. ..	14,185	43,510	..	..
Chile .. ..	6,138	9,542	..	..
British India .. ..	5,280	1,038	..	441
Asiatic Russia .. ..	5,466	31,205	..	..
Korea .. ..	7,823	4,126	..	..
Argentine Republic .. ..	2,560	10,464	..	..
Ecuador .. ..	3,639	5,623	..	..
Peru .. ..	5,699	17,157	..	..
New Caledonia .. ..	2,242	..	..	..
Fiji Islands .. ..	1,472	1,177	..	..
Philippine Islands .. ..	1,932	279	..	..
Belgium .. ..	1,120	..	676	8,538
Samoa .. ..	810	1,774	..	..
Japan .. ..	..	29,508	61,593	24,099
China .. ..	..	24,897	14,236	42,287
Germany .. ..	..	..	..	1,755
France .. ..	..	..	..	171
Dutch India .. ..	..	440	..	..
Brazil .. ..	..	16,600	..	..
Guatemala .. ..	..	2,964	..	..
Other countries .. ..	21	29	..	..
Total .. ..	677,248	716,445	297,632	294,163

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DIPLOMATIC AND CONSULAR REPORTS.

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URUGUAY.

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REPORT FOR THE YEAR 1899 AND PART OF 1900

ON THE

TRADE, COMMERCE, AND FINANCE OF THE  
REPUBLIC OF URUGUAY.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2097.

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*Presented to both Houses of Parliament by Command of Her Majesty,*  
*NOVEMBER, 1900.*

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*Report on the Trade, Commerce, and Finance of the Republic of  
Uruguay for the Year 1899 and part of 1900*

By MR. HERVEY.

(Received at Foreign Office, November 6, 1900.)

The 18 months ending June 30, 1900, have been marked by a **Introductory**. distinct step forward in the history of the country. The Government, as at present constituted, notwithstanding the many dismal prophecies indulged in by disappointed place-seekers and others, has shown itself capable enough and strong enough to carry on its policy of retrenchment in suppressing redundant posts and in endeavouring to get some value for salaries paid to officials. The legacy of debt from the last and former administrations still makes itself severely felt, and the import taxes on most articles of commerce appear to have almost reached the maximum as revenue producing imposts.

Up to the end of the year 1899 there was an estimated net deficit of some 1,150,000 dol., probably reducible at the end of the economic year 1899-1900 to about 540,000 dol. This deficit was said to be about the amount of the additional  $2\frac{1}{2}$  per cent. duty on imports, which was diverted from the current revenue to form part of the special funds set apart for the building of a port, and the general revenue failed to increase sufficiently, as was doubtless anticipated, to counterbalance this. After lengthy debates and exhaustive reports, accompanied by considerable opposition from the viticulturists, additional taxes were imposed on certain articles of consumption, such as wines, spirits and sugar, designed to produce sufficient to cover the deficit. At the same time, Monte Video was declared the sole port for the introduction of foreign wines and spirits.

The public debt stood at the end of 1899 at the high figure of **Public debt.** 127,156,179 dol. or 27,054,506*l.*, which may be classified into three divisions: internal, external, international. The external debt, consisting of the 1896 5 per cent. loan and the  $3\frac{1}{2}$  per cent. consolidated debt, amounts to 100,161,606 dol. The new emissions during the year amounted to 4,000,000 dol.; they represent the

NOTE.—*l.* = 4 dol. 70 c.

funding of the outstanding debts of the Government contracted in great measure during the unfortunate disturbances of 1897. It must be borne in mind that no new debt has been contracted for any extravagant expenditure, and that the natural reductions by sinking fund, &c., are regularly carried out, the total of the amortisation amounting to 1,269,216 dol.

It may be noticed here that since the year 1894 the following large additions have been added to the debt:—

					Amount.
					Dollars.
Brazilian Loan	..	..	..	..	210,000
Liquidation Debt	..	..	..	..	250,572
Uruguayan Loan	..	..	..	..	472,888
Extraordinary Loan, 1st Series	..	..	..	..	320,000
Certificates Debt	..	..	..	..	351,218
Extraordinary Loan, 2nd Series	..	..	..	..	208,000
Extraordinary Loan, 3rd Series	..	..	..	..	80,000
Total	..	..	..	..	1,892,678

of which about 640,000 dol. was incurred by the present Government, raised for the purposes already mentioned and for the conversion of the Treasury certificates outstanding.

On June 30, 1900, the total debt was reduced to 126,203,003 dol. (26,851,702L.), and as the finances of the country seem now to have been established on a sound financial basis, there appears to be no danger for the present of any further additions being made.

Table on p. 12 gives the latest particulars of the various loans.

Exports in  
general.

The high total value of the exports, 33,542,339 dol. in 1899 as against 30,276,916 dol. in 1898, is largely due to the high prices which have been current during the second part of the year for wool; the prices for cattle also have ruled high. Since the year 1894 such good prices generally have not been touched.

Imports in  
general.

It is satisfactory to note that the value of the imports has also exceeded the figures for 1898, being 25,800,000 dol., as against 24,784,361 dol. These are, however, very far from the inflated figures for the year 1889, which reached about 36,800,000 dol., the difference, in my opinion, being by no means accounted for by the increase of native industries, which are not, as yet, very considerable. The cause must be looked for in the decrease of the individual average wealth per unit of the population, a decrease largely consequent on the rapid fall in the value of property after the unnatural inflation of some 10 years back, and on the large sums diverted for the purposes of civil wars from the peaceful channels of trade and commerce wherein their reproductive power could have been utilised.

It is also said that there are considerable sums of money hoarded up and lying idle in the country.

Exports.  
Wool and  
sheep skins.

Sheep owners had nothing to complain about the prices obtain-

able during 1899 and the early part of 1900 for wool and sheepskins, the figures being very considerably higher than for many years past. The actual quantities of wool exported do not seem to increase, being, in 1899, 39,315,000 kilos., as against 51,678,000 kilos. in 1897, and 38,000,000 kilos. in 1888. The average prices obtained for wool during the year work out at 3 dol. 63 c. the 10 kilos., the highest prices in the last 10 years being 3 dol. 59 c. average in 1890. The average prices of superior wool in the months of October, November and December, 1899, varied from 4 dol. 60 c. to 5 dol. 70 c. the 10 kilos., as against 2 dol. 45 c. to 2 dol. 60 c. for the similar period in 1898.

## EXPORT of Wool.

Year.				Quantity.	Value.	Average Price per 10 Kilos.	
				1,000 kilos.	Dollars.	Dol	c.
1890	..	..	..	21,939	7,865,811	3	59
1891	..	..	..	25,910	8,206,692	3	16
1892	..	..	..	27,972	7,420,295	2	65
1893	..	..	..	28,789	7,678,426	2	69
1894	..	..	..	39,157	9,061,015	2	31
1895	..	..	..	50,765	10,252,491	2	02
1896	..	..	..	42,850	10,284,055	2	40
1897	..	..	..	51,678	12,402,802	2	40
1898	..	..	..	41,012	10,716,152	2	61
1899	..	..	..	39,315	14,271,628	3	63

## EXPORT of Sheep Skins.

Year.				Quantity.	Value.
				1,000 kilos.	Dollars.
1890	..	..	..	4,941	1,293,573
1891	..	..	..	4,251	1,174,585
1892	..	..	..	4,833	1,135,179
1893	..	..	..	6,781	1,537,246
1894	..	..	..	6,631	1,268,969
1895	..	..	..	6,921	1,107,435
1896	..	..	..	8,115	1,339,489
1897	..	..	..	7,318	1,243,995
1898	..	..	..	7,981	1,474,815
1899	..	..	..	6,525	1,956,558

Prices, after the early part of this year, 1900, experienced a formidable drop, coming down to their former level, and latterly, lower still, but in most cases the estancia owners reaped the benefit of the higher prices, and the local buyers, holding on for a further rise, have had to experience serious losses in realising their stocks during the present year.

In considering the figures before us, it must be remembered that the exports for 1899 consist of the two crops, half of the 1898 clip which remained in the warehouses, and the first half of the

1899 clip exported at the end of the year. The total clip in 1899 was calculated at about 37,000,000 kilos.

The Argentine Republic was the principal buyer of wool during 1899, Germany, France and Belgium following in the order named; the wool going to the Argentine Republic would be, no doubt, for re-exportation to other countries.

The following tables show who were the buyers of wool and sheepskins in 1899.—

#### WOOL.

Country.	Quantity.	Value.
	1,000 kilos.	Dollars
France.. .. .	8,979	3,026,212
Belgium .. .. .	6,880	2,649,229
Argentina .. .. .	10,134	4,048,683
Portugal .. .. .	2	832
Italy .. .. .	678	325,887
United States .. .. .	27	12,777
United Kingdom .. .. .	1,723	787,195
Brazil .. .. .	48	14,321
Spain .. .. .	4	2,131
Germany .. .. .	10,839	3,454,911
Total .. .. .	39,314	14,271,628

#### SHEEP SKINS.

Country.	Quantity.	Value.
	1,000 kilos.	Dollars.
France.. .. .	5,573	1,671,922
United Kingdom .. .. .	40	10,541
United States.. .. .	6	2,119
Germany .. .. .	222	74,228
Argentina .. .. .	540	154,028
Italy .. .. .	139	42,555
Brazil .. .. .	4	1,041
Spain .. .. .	1	124
Total .. .. .	6,525	1,956,558

#### Agricultural produce.

The figures and information under the heading of agricultural produce do not, I regret to say, embrace a later period than 1899; they would have been of greater value and more interesting if brought up to the end of the natural season. As compared with the year 1898, there is a great falling-off in almost every branch, the total exports in 1899 amounting to a value of 2,354,910 dol., as against 3,315,543 dol.

#### Wheat.

The most important of this class is wheat, the exportation of which in 1899 was 62,673,190 kilos., valued at 1,367,750 dol., making a falling-off of 14,558,000 kilos. This retrogression must not be attributed to an abandonment of agriculture in the country,

on the contrary the area of the soil under cultivation is steadily increasing; but a series of unfortunate causes have combined to affect the crops. At the beginning of last winter when the time arrived for planting and sowing there were heavy and continuous rains which rendered the delicate operations of sowing, if not impossible, at least very difficult. The germination of the seeds then took place at an abnormal rate; the floods were followed by a lengthy drought, affecting the growth and weight of the grain, and hastening its maturity too rapidly. The seed sown and the area under cultivation marked in both cases an increase of about 20 per cent. with the above unfortunate result.

In maize there was also a decrease, the exports amounting to **Maize**. 10,926,407 kilos., worth 130,000 dol., against 12,575,855 kilos., valued at 170,000 dol. The decrease here noticed compared with some former years may be partly accounted for by a growing local consumption for distillery purposes.

The exports of flour atone in a measure for the shrinkage in **Flour**. wheat, being 20,726,000 kilos., value 660,000 dol., or an increase of some 9,000,000 kilos.

The exportation of bran has more than trebled last year, and **Bran**. amounts in value to 91,000 dol.

The exports of linseed have fallen back to about 18,000 dol., **Other** not much more than half the value of the year before. **articles**. Fresh fruit and pollard have gained ground.

The other articles exported, which, by reason of their insignificant quantities, it is unnecessary to enumerate separately with their values, are grits, onions, garlic, lucerne, birdseed, barley siftings, maize, flour, vegetables, pea-nuts, sweet potatoes, broom straw, thatching straw, linseed straw, potatoes, linseed paste, fodder, beans, &c.

The exports for the first three months of 1900 show a large **Exports**, falling-off as compared with previous years, and with 1899 of 1900. some 3,400,000 dol. :—

## EXPORTATION.

Articles.	First Quarter.		
	1898.	1899.	1900.
	Dollars.	Dollars.	Dollars.
Live-stock .. ..	139,758	164,265	207,507
Slaughter-house produce .. ..	9,114,869	11,466,472	8,513,707
Rural produce .. ..	2,035,009	989,692	505,936
Other produce .. ..	52,335	62,821	85,686
Various articles .. ..	50	1,313	3,492
Provisions for ships .. ..	19,485	25,592	32,989
Total .. ..	11,361,506	12,710,155	9,349,317

Imports. 1898.	This is chiefly accounted for in the falling-off in the one item of slaughter-house produce: it may be observed that the exports are generally subject to considerable fluctuations, on account of late or early seasons, or other causes.
Drinks.	The United Kingdom in 1898 contributed about 27 per cent. of the total imports, a larger proportion than in 1897, but lower than previous years. Her sales amounted, however, to more than double those of any other country. Spain leads the way in sending wines, &c. The United Kingdom is credited with 23,428 dol., of which beer and whiskey form the principal items.
Sweetstuffs.	The United Kingdom supplies about one-fifth of the sweet-stuffs.
Dried and tinned fish.	British exporters are still nowhere in the market for dried and tinned fish.
Sugar.	France sends about a third of the sugar. The United Kingdom is low down on the list with about one-tenth, or 30,000/.
Coffee.	Coffee comes mostly from Brazil.
Biscuits.	The United Kingdom holds her own in the market for biscuits.
Tea.	Most of the tea is sent by the United Kingdom.
Yerba maté.	Yerba maté forms a very important trade, and is mostly supplied by Brazil. It seems to be universally consumed by high and low.
Cigars.	Italy holds two-thirds of the cigar trade.
Tobacco.	Tobaccos are mostly imported from Brazil, the Argentine Republic, and the United States.
Flannels.	In flannels of cotton and wool mixed the United Kingdom holds the foremost place, and supplies half out of a total of 250,000 dol.
Cotton goods.	The United Kingdom sends more than half the cotton goods, with Italy next in order of importance.
Linen goods.	In linen goods the United Kingdom has lost her leading place which has been taken by Belgium. The value of this market is 120,300 dol.
Mixed goods.	Mixed goods are a small market, in which the United Kingdom plays a poor third to Belgium and Germany.
Woollen goods.	France leads the way, as formerly, in woollen goods.
Mixed goods.	The United Kingdom practically holds the mixed goods market, sending 112,110 dol. worth.
Silk and silk mixed.	France and the United Kingdom divide the trade in silk and silk mixed.
Clothing in general.	Clothing in general is an important market for the United Kingdom which supplies about a quarter of the total, or 420,000 dol. worth.
Machinery. hardware, &c.	In the important line of machinery, hardware, &c., the United Kingdom contributes about 75 per cent. of the total. The figures are now too old to be enumerated in detail here, but I propose dealing with them minutely in a supplementary report when later information is published.

Soap and matches are largely made in the country. Fancy Soap and matches are all imported.

Boots and shoes are locally manufactured, and well protected Boots and shoes. by heavy import duties.

The latest particulars of imports in detail published by the Statistical Department being now about two years old, it seems almost useless to reproduce them here. I shall, therefore, only refer briefly to the most important items. We have, however, under general headings, the figures for exports (p. 7) and imports for the first three months of the present year, 1900 :—

## IMPORTATION.

Articles.	First Quarter.		
	1898.	1899.	1900.
	Dollars.	Dollars.	Dollars.
Drinks in general .. ..	764,898	550,345	622,995
Eatables, cereals and spices .. ..	1,144,863	1,145,996	1,254,205
Tobacco and cigars .. ..	55,627	61,051	57,541
Textile materials .. ..	1,562,959	1,454,349	1,446,295
Made clothing .. ..	416,092	435,870	401,126
Raw material and machinery .. ..	1,439,919	1,402,862	1,630,002
Various .. ..	659,884	624,507	650,977
Live-stock .. ..	393,943	319,597	147,785
Total .. ..	6,438,175	5,994,577	6,210,926

The decline from 1898 under the heading of drinks in general Drinks in is very considerable. Probably an increase in the local wine general. industry may account in large measure for this, and during the summer months beer supplied by native breweries has a large and increasing sale. Until recently there was only one brewery in Monte Video, but a second has now started to compete for the local trade. The beer made here is of good quality, and, helped by the import duties, is able to keep out most of the foreign brands.

The wine grown here is not a success as yet, and it seems unlikely that the country will ever become an exporter, but large quantities of it are consumed locally and apparently with satisfaction.

Raw material and machinery show the only other notable change, an increase of some 200,000 dol. I have not been able to ascertain in what it consists.

Those who looked for an immediate and rapid increase in the revenue derived from the customs, after the return to a stable Constitutional Government, have been doomed to disappointment; the figures which were published giving the receipts for the year 1899 at, say, 10,005,000 dol., showed indeed an increase of some 130,000 dol. over those of the preceding year, a trifle as compared with the total; but there were special causes at

Customs receipts, 1899-1900.



work, which may explain the comparatively small improvement for this period. During the latter part of 1898, importers, anticipating the increased import duties to be put into force, hastened to despatch large quantities of goods, the result being a forced stagnation, comparatively speaking, in the first half of 1899. Later in the year, when importation resumed its customary regularity, steady monthly increases were noted, which more than made up for lost ground.

The figures which are returned for the year 1899-1900 ending June 30 are more instructive, as during this period no disturbances incurred to upset confidence, or prevent the usual peaceful progress of commercial undertakings. The arguments adduced above will unfortunately not hold good in the present case; they rather, in fact, point to retrogression.

The increase in the year ending June 30, 1900, is only some 320,000 dol. on a total of about 10,050,000 dol., a somewhat unsatisfactory result when the unsettled condition of the country during the previous corresponding 12 months is taken into consideration.

The quarantine measures have been unusually vexatious; during the summer months when the wealthy Argentine families are accustomed to flock to Monte Video, most rigorous measures against Buenos Ayres prevailed; hotels and houses were empty, no one except from dire necessity being desirous of testing the joys of a 10 days' sojourn on the quarantine station. The money which would have been spent here went elsewhere, and the country was so much the poorer for it.

#### Railways.

There are five railway companies in existence in Uruguay, of which the Central is by far the most important. There were, towards the end of June, 1900, about 1,604 kiloms. open, of which 1,149 kiloms. are guaranteed by the State.

The minimum cost per kilom. appertains to the Central, viz., 27,925 dol. The traffic appears to remain about stationary (if we leave out the years 1896-97 and 1897-98, when there was some diminution on account of abnormal circumstances connected with the political disturbances), and in the last few months even shows a tendency to slightly increase.

The Central appears to be going ahead with most rapidity; there is more activity along its lines with an increasing population, and it traverses some rich belts of country.

The Midland has to compete with water traffic: it is also a tributary of two other lines.

The North-Western has a traffic of considerable importance, but has been unable to show satisfactory results owing to the heavy cost of repairs and renewals.

The North steadily shows a deficit, as the Saladero establishments on the River Cuareim on which it chiefly depends have been diminishing their output of late years.

The Eastern Uruguayan, only 50 kiloms. long, also shows a permanent deficit in its working.

#### Monte Video port scheme.

The project of building harbour works capable of accommo-

dating ocean vessels of large tonnage, a project which for many years past has been nothing but a vain dream, seems now, at last, about to be realised.

Tenders were asked for on the basis of plans designed by the engineer, M. Adolphus Guérard, and five tenders were presented: three by British firms, and two by French syndicates. It is unnecessary here to go into the details of the tenders, as they are at present being reported on by a Commission appointed for that purpose by the Government, and it is expected that the decision of the Commission will shortly be announced.

The law passed, approving the general project, authorised an expenditure of 12,500,000 dol., and as a means of providing a portion of the cost, imposed additional import and export duties of  $2\frac{1}{2}$  and 1 per cent. respectively; of the exports, livestock and articles intended for the provisioning of vessels alone being excepted. About 160,000l. has been already collected and set aside for this purpose, being specially deposited in gold in the Bank of the Republic.

In addition a loan was authorised of 1,500,000l., to be called the Monte Video Port Bonds, bearing 6 per cent. interest and having a sinking fund of 1 per cent. As the various portions of the work become completed and ready for traffic, they will commence in turn to be remunerative.

The minimum extent of the works as stated in the official decree is to be the dredging of the entrance channel, harbour and outer harbour to a depth of  $7\frac{1}{2}$  metres, the construction of outer breakwaters, two moles, docks, and interior sea walls.

It has been hoped that work might have been commenced by the beginning of 1901, but there are so many delays inseparable from such an undertaking that we may be well into the new year before a start is actually made.

## PUBLIC Debt, June 30, 1900.

						Amount.
						Dollars.
INTERNAL.						
Guarantee Debt	..	..	..	..	..	3,631,500
Interior Unified Debt	..	..	..	..	..	5,601,200
Liquidation Debt	..	..	..	..	..	1,110,148.30
Treasury Certificates Debt	..	..	..	..	..	4,892,450
Extraordinary Loan, 1897	..	..	..	..	..	3,561,500
„ 1897, 2nd Series	..	..	..	..	..	2,504,400
„ 1897, 3rd Series	..	..	..	..	..	1,374,400
EXTERNAL.						
Uruguay Consolidated Debt	..	..	..	..	..	92,560,860
Uruguay 5 per cent. Loan, 1896..	..	..	..	..	..	7,189,120
INTERNATIONAL.						
Italian Debt..	..	..	..	..	..	94,400
French Debt	..	..	..	..	..	284,725.14
Spanish Debt	..	..	..	..	..	149,300
Brazilian Loan	..	..	..	..	..	3,249,000
Total	..	..	..	..	..	126,203,003.44
Equivalent in sterling						£
						26,851,703

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VENEZUELA.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR  
DISTRICT OF CIUDAD BOLIVAR.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2315.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
MARCH, 1900.*

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*Report on the Trade and Commerce of the Consular District of  
Ciudad Bolivar for the Year 1899*

By Mr. CONSUL DE LEMOS.

(Received at Foreign Office, March 1, 1900.)

As foreshadowed in my report for 1898 there has been no <sup>Introductory.</sup> improvement in the trade and commerce for the past year, neither has there been any falling-off. The commercial movement has remained more or less stationary, as for many years past.

Although this district has been, perhaps, less affected than other parts of the Republic by the revolutions of last year, they have been sufficiently damaging in their effect to prevent any expansion of trade.

During these revolutionary movements trade and commerce suffer severely. Communications and traffic are interrupted. Farmers, labourers, and other able-bodied men are taken from their work and occupations for military service. Crops are lost or only partially collected, and industries are interrupted. Cattle, horses, and live-stock are carried off, and additional taxes and contributions are imposed. The consequence is that the country is gradually but steadily growing poorer.

It will be observed from Table B annexed that compared with <sup>Exports.</sup> last year there has been a slight increase in the exports. This is due to the higher value of hides and rubber, and to the larger shipments of Balata rubber; the export of this article has reached a total of 746 tons for the year. It is probable that had it not been for the severe drought and scarcity of labour during 1899 the total would have reached a still higher figure.

Although no detailed statistics of the imports can be supplied <sup>Import</sup> this year, I am able to estimate, from information collected privately, that the value reached a total of approximately 240,000*l*.

The frequent changes in the tariff have apparently not affected the total of imports. This can be explained by the fact that there is a certain established minimum consumption of foreign goods to be provided for through this port, and as there is no expansion of trade this consumption remains virtually stationary.

The steamers of the Hamburg American Packet Company <sup>Navigation.</sup>

#### CIUDAD BOLIVAR.

the year made nine trips to this port from Hamburg via Bas. The freight carried by them in and out was, however, considerable, and this, together with the long delays in touch of the boats, which generally remained in port a week, made it a losing business. It is now announced that the company has decided to discontinue the service.

Transit trade to Colombia via Orinoco and Meta Rivers is held on to some extent but with little prospect of growing much. The formalities to be observed are such that only a few who specially devote themselves to the work can manage it, and the volume of trade is so small that there is no competition.

There has been no development or increase in the gold-mining industry during the past year.

The scarcity of labour continues to be much felt, and the same is placed in the way of immigration continues to be the same heretofore and referred to in my last year's report.

A decree has been issued declaring the import of mining tools, machinery, supplies, &c., to be free of duty in accordance with the Mining Code. Such onerous formalities and conditions have, previously to be complied with that mining companies found it practically impossible to benefit under this law.

The French Nobel (Monopoly) Company, who have the sole right to sell dynamite in Venezuela, charge 37 dol. (about 6*l.*) for 50 lbs. of dynamite supplied to the mines; this is more than it would cost to import the same article from the United Kingdom or Germany. I am informed that the price charged is found to be so excessive by the consumers that they have restricted their mining works in consequence.

In addition to the legal mine dues a local war tax has been levied on the export of gold bullion of 10*d.* per ounce, which hampers the mining industry. Most of the mining works lie idle as the cost of working them cannot be covered by the value of the gold produced. Under these circumstances, considering the general state of insecurity while revolutionary disturbances continue, there can be little inducement for foreign capitalists to come here at present.

Valuable iron ore mines situated at Imataca on the Lower Orinoco have now passed to an American company, which is stated to be preparing for their development. A trial cargo was shipped to the United States towards the end of the year. As there is, at present, no custom-house at Imataca, British vessels should be warned against going there till Imataca is officially declared a free port with custom-house, &c. In the meantime, even with a special permit, it is not advisable for vessels to go there.

In 1899 a Chamber of Commerce was formed in this district, but it is, however, to be feared that this association will prove of little practical value or importance to trade and commerce in view of its very limited scope of action.

The outlook for the year 1900 in this Consular district does not seem to indicate any prospect of improvement.

Annexed will be found the following trade returns for the Returns.  
year 1899:—

Annex A.—Return of shipping.

Annex B.—Return of exports.

It has been impossible to compile the usual return of imports for 1899, as the documents on which the returns are based were removed from the custom-house here.

**Annex A.—RETURN of all Shipping at the Port of Ciudad Bolivar during the Year 1899.**

**ENTERED.**

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	5	430	...	...	5	430
Venezuelan ... ..	...	...	45	14,598	45	14,598
German ... ..	2	476	9	7,062	11	7,528
French ... ..	...	...	12	2,424	12	2,424
Other nationalities	2	363	5	630	7	993
Total ... ..	9	1,269	71	24,704	80	25,973
„ for the year preceding ...	23	4,118	47	18,208	70	22,326

**CLEARED.**

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	5	400	...	...	5	400
Venezuelan ... ..	1	74	50	16,641	51	16,715
German ... ..	2	476	9	7,062	11	7,528
French ... ..	...	...	12	2,424	12	2,424
Other nationalities	1	289	3	378	4	667
Total ... ..	9	1,239	74	26,495	83	27,734
„ for the year preceding ...	16	2,906	43	18,856	59	21,762



**Annex B.—RETURN of Principal Articles of Export from  
Ciudad Bolivar during the Years 1898-99.**

Articles.			1898.		1899.	
			Quantity.	Value.	Quantity.	Value.
Copala off	...	Kilos.	11,294	1,312	25,291	2,686
Cocoa	...	...	40,920	2,235	18,440	837
Coffee	...	...	118,817	6,862	180,678	3,296
Rubber (Para)	...	...	70,502	16,398	79,566	25,879
" (Balata)	...	...	509,461	52,740	746,836	94,207
Hides	...	...	1,338,238	68,255	1,218,474	70,267
Deer skins	...	...	27,917	1,616	39,340	2,779
Gold bullion	...	...	1,218	111,068	1,318	120,976
Tonga beans	...	...	107,111	19,247	20,790	2,910
Tobacco	...	...	287,718	10,782	99,612	3,167
Heron feathers (Egret)	...	...	2,889	20,708	2,634	20,330
Cattle	...	Number	9,944	42,082	9,980	42,915
Live animals (horses, etc.)	...	...	182	679	411	1,333
Other articles	...	Kilos.	86,047	1,344	31,097	2,033
<b>Total</b>	...	...	...	<b>354,008</b>	...	<b>395,510</b>

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DIPLOMATIC AND CONSULAR REPORTS.

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VENEZUELA.

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REPORT FOR THE YEAR 1899

ON THE

TRADE OF THE CONSULAR DISTRICT OF  
CARACAS.

---

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2315.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
JUNE, 1900.*

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*Report on the Trade of the Consular District of Caracas for the  
Year 1899*

By MR. ACTING-CONSUL ANDRAL.

(Received at Foreign Office, June 11, 1900.)

In a report on the trade and commerce of a country like Venezuela it is impossible to abstain from referring to politics. The political system in South America is in such intimate touch with the social and financial systems, nay, more, has such a great influence over them, that its condition may be said to be the most important subject, and a review of the political movements of this Republic is almost sufficient to furnish one with a perfect idea of the state of its commerce. Introductory.

Unhappily, the political situation here during the year 1899 left much to be desired. Civil war was rife the whole year through; for the Liberals having overcome their Conservative opponents, began to struggle among themselves. The attention of the Government was, therefore, entirely engrossed with military plans and preparations in its endeavour to retain its position. For this purpose it was, of course, necessary to make extraordinary disbursements which the revenue, not being up to the average, could not well stand; and the result was that everything else was overlooked or made to take a secondary place. Political situation.

Even then there were not sufficient funds, and the Government bethought themselves of a means of raising money, which was to increase the duties on all imports by 20 per cent., and to rate some articles on a higher scale in the tariff. On this resolution being passed by the National Legislature in the month of May there rose a natural cry from the merchants interested, and the consumers who were capable of appreciating the meaning of this change were proportionately alarmed. The Chambers of Commerce took steps to endeavour to persuade the Government to reconsider their determination with the result that the application of the new tariff was deferred to September 1. Increased import dues.

On the triumph of the Revolutionists over the Government the first step of the new Administration was to abolish the new tariff and to re-instate the old duties. This lasted only a short time, however, for in December it was again put in force under the name of a war tax. The uncertainty and inconvenience

caused to commercial interests by these continual changes can easily be conceived; especially as internal products were also affected by this war tax. During the last months of the year extraordinary imposts were levied on sugar and rum, and on cattle for local consumption and export, and also on the export of coffee, cocoa, &c. Moreover, the different States placed imposts on the trade between each other; so that anything exported paid dues in all the States through which it might have to pass, until it reached the port of embarkation.

As a consequence of all this, trade was altogether confined to dealings in those articles which have been found to be absolutely indispensable to the local requirements of ordinary life, and which, having during the last year been still further reduced, make the aggregate of the commercial movement amount to a very insignificant sum.

**Imports.**

The import trade of the year 1899 might be considered as divided into three periods: one including that from January to May, the other from June to August, the third from September to December.

During the first period commerce ran in the usual groove, the only difference from other years being a decrease in value.

During the second period merchants availed themselves of the respite given them before the application of the new tariff, and began to lay in an extraordinary stock of supplies of all kinds, especially of foodstuffs and liquors, the articles most affected by the proposed tariff; and during the months of June, July, and August all vessels arriving at La Guayra and the other ports of the Republic brought large cargoes, and trade appeared to be flourishing. But the third period arrived when importation decreased to less than a third of the monthly average, and the measure which was intended to refill the empty coffers of the nation proved a complete failure, for the revenue for the month of September was almost "nil" and the stocks being more than enough for the limited local demand, there was no need for fresh importation for some time.

The constant state of revolution had besides seriously injured the trade of the towns and villages of the interior; for the purchasing power of the rural population being exhausted, owing to their having been unable to attend to their ordinary occupations, the business of the local dealers was small, and the large firms in the cities which supply these village tradesmen found their usual internal commercial transactions very much reduced.

From the report of the Vice-Consul at La Guayra, it appears that there was a falling-off in the quantity of all the usual articles imported. Merchandise (under which head is included clothstuffs) showed a decrease of about 1,000 tons; hardware about 100 tons; kerosene, 600 tons; cement, 1,500 tons; machinery, 150 tons; timber shows a slight increase of 700 tons; and railway material of 170 tons; while provisions and liquors have remained stationary.

In the report of the Vice-Consul at Porto Cabello, the values

of foreign imports given point to a decline in the value of the trade in that part of the country amounting to nearly 25 per cent., which seems to imply that the condition of affairs there was one of even greater economical stress than in the district around the capital. There is, however, even in this sad picture a bright side, for there was, notwithstanding the general depression, an increase in the value of British imports amounting to about 30 per cent. Mr. Kolster's report contains an explanation on this point.

The figures above quoted show plainly the condition of the country, the causes of which I have endeavoured to sketch in my introductory remarks.

As the Government was not in a position to expend any sums on public works, or even to pay regularly or in full the authorised Budget of Expenditure, the natural result was that this, together with the lower prices for coffee, caused a general scarcity of money, and consumers had to reduce their expenses to the bare needs of life. Hence, we see that the importation of food-stuffs did not decrease although there was a marked decline in every other branch of the import trade.

The condition of agriculture, which, as I have mentioned in former reports, is up to the present the principal, one might even say the only industry in Venezuela, has during the past year left much to be desired. The causes of this have been numerous; and they have tended to harm, to a great extent, what was already in no very flourishing state.

Besides the political disturbances referred to above, another and even more potent reason for the relatively insignificant yields of the various crops was the weather. Even nature seemed to be conspiring against the country in 1899. The seasons were irregular, and the rains which come with the Venezuelan "invierno," usually from the end of April to October, not only did not put in an appearance until two months and a-half after the usual time, but when they did come they were entirely insufficient, and the rainfall must have been about one-third of the annual average. But even had the weather been propitious the ultimate result would have been the same. The agricultural labourers were not able to devote themselves to their ordinary pursuits; they had been turned into soldiers.

These two causes which I have mentioned, completely precluded the possibility of raising the ordinary crops of cereals which are the principal food of the majority of the inhabitants. The different kinds of beans became scarce, and the prices rose; and corn (from which a kind of native bread for the labouring classes is made) was insufficient for the demand, and the price increased more than 100 per cent. These things, therefore, which are among the few at present produced in Venezuela, and which naturally contribute not only to the welfare of those occupied in their cultivation, but also to the general riches of the population, had to be imported.

The difficulty of the high tariff then presented itself, for the

poor people were not able to bear this increased cost of their food-stuffs. Fortunately, however, the Government took these points into consideration, and in order not to increase the distress, or bring matters to a crisis, it decided that beans, rice, and corn could be imported at reduced rates of duties. This somewhat alleviated the situation. The ill effect of the want of rain was also severely felt in the coffee plantations of the lowlands, the crop of which amounted to next to nothing, and what the trees did produce was lost owing to there being no labourers to gather it.

In the highlands, however, a very large rainfall is not of primary importance, for the hills are very often covered with fog and mist, which keep the plants cool and preserve their power of fructification. As, moreover, the production of the highlands represents more than the half of the total output, the coffee crop of 1899, though much below the average, cannot be considered a failure, especially as it is of the quality which commands the highest prices.

Cattle.

The only animals reared to any extent in Venezuela are horned cattle. The large tracts of natural pasture land ("savannahs") made it easy to establish the industry, which has more or less always maintained a certain local importance. Last year, moreover, it began to extend abroad, and the export trade to Cuba was started, but it has not assumed the importance it might have, nor given the results which were anticipated. It was hoped that this opening for the disposal of their stock would lead to increased production and consequent augmentation of the trade (which it was expected would soon embrace all the West Indian Islands), to the improvement of the breed, to the starting of butter and cheese-making, and the extension of the industry to the breeding of other animals in large numbers. The country would, on the whole, be admirably adapted for this. Besides the plains alluded to, there are the hills and mountains fringing the coast on which sheep and goat farming might be pursued very easily. These hills are already covered with grass, and water is plentiful, for the mountain streams are numerous. Up to the present, nevertheless, they have been allowed to lay waste, for no capitalists have been found with sufficient confidence to start what ought to be a profitable enterprise.

The reasons given for the failure of the agricultural products must be adduced as having affected the cattle trade. The exceptionally dry season caused the animals to die in great numbers, and those that were left were continually subject to the raids of the troops engaged in the Revolution. There are hopes, however, that as soon as quiet is restored the business will be resumed with redoubled energy.

The number of cattle shipped from Porto Cabello during the year was 39,083, and although I have not obtained the number shipped through Guanta, it may be safely estimated at 25,000, so that it is calculated that the trade represented a value during last year of about 3,000,000 dol. to the country. If this could

be kept up or increased, it is easily seen that it could soon rival the principal export of Venezuela—coffee.

The exports, consisting chiefly of coffee, cocoa, and hides, did **Exports.** not pass unscathed in the general depression of the year. This trade is carried on chiefly with France and Germany, which take the largest quantity of coffee, the former takes most of the cocoa, and the hides are shared between them and the United States and the United Kingdom. Maracaibo, nevertheless, ships her coffee almost exclusively to the United States. From the figures furnished by the Vice-Consuls it appears that there has been a marked decrease in the quantities exported during 1899 from the three principal ports of the Republic.

Coffee has had not only to contend with the low prices obtain- **Coffee.** able abroad, but also an increase in the export duty, which, though removed for a few weeks, was again charged in December, and this extra burden will naturally lessen the profits of the grower. According to the above-mentioned figures the total coffee export in 1899 fell short of that of 1898 by about 13,000 tons. This represents an immense loss when it is considered that the whole crop of 1898, which was heavy, only amounted to 53,326 tons. The decrease is, therefore, 25 per cent. It should be borne in mind, however, that as the coffee harvest is in the month of December, the berry is only shipped in the next year, therefore, the figures of a given year in reality represent the quantity of the crop of the preceding year. The decrease of 25 per cent. alluded to is in consequence of the crop produced in the year 1898 and shipped in 1899, compared with the crop of 1897, shipped in 1898.

Although the prices for cocoa have improved, the trade in this **Cocoa.** article has not increased as much as was expected, for the crop of the first half-year failed, I understand, through the great drought, and also a part of the December crop on account of its not being gathered in time, owing to want of labour. As the prices of cocoa are at present very good, it has caused agriculturists to continue extending their plantations, and it is thought that in a short time cocoa will take an equal place with coffee in importance as an article of export. A proof of this is that, notwithstanding the many drawbacks to agriculture, the amount of cocoa exported in 1899 showed an increase of about 50 tons.

The great Italian immigration scheme, announced to be put into **Population.** execution last year, has given no signs of life. The population of Venezuela has, therefore, received no addition from immigration during the year, and this stationary condition is another of the reasons why trade with Venezuela shows no expansion. The requirements of the country, even under normal conditions, have a certain fixed limit, and, therefore, no amount of push on the part of foreign manufacturers and dealers can make the import trade increase.

With regard to the export trade, one may also say that this does not augment because there are not sufficient hands, and the necessary capital is not forthcoming to attract private voluntary



immigration so as to increase the production and to develop new lines of industry.

Prospect for  
next year.

It is difficult to make a forecast of the general prospect for commerce during the year 1900. The first shipments of coffee were made at good prices, but these have not been sustained, and, therefore, the result will not be what was hoped for. Everything seems to point to a continuation of the dulness of business which marked the past year. Moreover, a general want of confidence still prevails from the unsettled condition of the political affairs of the country, and it is only after the restoration of complete peace that the vast riches of its privileged soil can be duly developed.

#### LA GUAYRA.

Mr. Vice-Consul Schunck reports as follows :—

General  
remarks.

Trade and commerce at the port of La Guayra do not compare favourably with previous years. Imports and exports during 1899 show a decrease of 13,047 tons compared with 1898. The political situation of the country and the increase of import duties decreed by the Venezuelan Government are responsible for this state of affairs. Many houses of high standing in Caracas have found it necessary to close their doors. The British steamship lines, viz., the Royal Mail Steam Packet Company, the Harrison Line, and the West India and Pacific Steamship Company, do not call so regularly as they formerly did, whereas the Prince Line of steamers has suspended its calls entirely. H.M.S. "Proserpine" and H.M.S. "Pearl" visited La Guayra, this being the first appearance of British men-of-war in Venezuelan waters for many years, and British interests were greatly benefited by their presence.

The La Guayra Harbour Corporation, a British enterprise, continues to strengthen the breakwater, which is now in an excellent condition. Every facility is given by this company to further the interests of the port, and the same may be said of the La Guayra and Caracas Railway, another British Company, whose line is in very good order notwithstanding the many landslips they had to contend with during the year.

Exports.

The export of coffee has decreased by 5,198 tons compared with 1898, and most of it has been shipped to Havre and Hamburg. Owing to the disturbed state of affairs there is very little coffee in the country, and the outlook for 1900 is not satisfactory.

The price of hides has increased, the exports, however, being about the same as last year, the bulk being shipped to New York.

There has been no increase in the exportation of cocoa compared with 1898, the greater part being shipped to France and Spain. There is always a demand in the European market for a good class of Venezuelan cocoa.

Imports.

The exports from the United States to this country consist

#### LA GUAYRA.

chiefly of flour, lard, rope, petroleum, &c. As a matter of nearly 44 per cent. of the imports of this country come from United States. Hardware, beer, &c., is mostly shipped from Germany, whilst the United Kingdom heads the list in dry goods, wines and oils being exported from France, Spain and Italy.

The following returns are appended:—

Annex A: Statement showing importation and exportation with nationalities of ships, during the year 1899.

Annex B: Importation, exportation, and coasting trade for year 1899.

Annex C: Statement of foreign importation for the year 1899 with countries from which the goods are shipped.

Annex D: Movement of vessels at the port of La Guayra during the year 1899.

Annex E: Exportation of coffee through the port of La Guayra for the year 1899.

Annex F: Exportation of cocoa through the port of La Guayra for the year 1899.

Annex G: Exportation of hides through the port of La Guayra for the year 1899.

Annex H: Exportation of goat and deer skins through port of La Guayra for the year 1899.

Annex A.—STATEMENT showing Importation, with Nationality of Vessels, during the Year 1899.

Month.	German.			American.			Danish.			Spanish.			French.			Dutch.		
	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.
	Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.	
January ...	2	...	Kilos. 761,067	2	...	Kilos. 1,144,767	...	...	Kilos. ...	...	...	Kilos. ...	2	...	Kilos. 124,080	2	...	Kilos. 182,807
February ...	2	...	...	2	...	865,925	...	...	...	...	...	...	...	...	...	...	...	...
March ...	2	...	891,138	2	...	1,118,339	...	...	...	...	...	...	3	...	220,375	1	...	66,568
April ...	2	...	842,817	2	...	646,022	...	...	...	...	...	...	4	...	206,822	2	...	131,988
May ...	2	...	462,043	2	...	1,254,637	...	...	...	...	...	...	3	...	193,720	3	...	104,766
June ...	2	...	461,826	3	...	1,189,006	...	...	471,975	...	...	...	3	...	156,731	2	...	86,139
July ...	2	...	496,201	2	...	1,764,903	...	...	...	...	...	...	4	...	237,672	2	...	125,837
August ...	2	...	573,030	2	...	1,596,596	...	...	...	...	...	...	3	...	266,112	2	...	204,227
September ...	2	...	876,593	2	...	866,535	...	...	...	...	...	...	3	...	487,863	2	...	232,466
October ...	2	...	1,966,682	2	...	1,824,606	...	...	727,260	...	...	...	4	...	45,163	2	...	106,884
November ...	3	...	119,320	1	...	667,919	...	...	...	...	...	...	3	...	101,340	2	...	26,821
December ...	1	...	204,228	2	...	1,893,444	...	...	...	...	...	...	3	...	129,617	2	...	21,120
Total ...	24	2	8,250,165	25	3	19,980,477	...	2	1,193,235	9	...	246,038	40	...	2,268,040	26	...	1,316,576

STATEMENT showing Importation, with Nationality of Vessels, during the Year 1899—continued.

Month.	British.			Italian.			Norwegian.			Russian.			Swedish.			Venezuelan.			Total.		
	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.	Number of Vessels.		Quantity.
	Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.		Steam.	Sailing.	
January	5	...	Kilos. 312,136	1	...	Kilos. 181,233	...	...	Kilos. ...	...	...	Kilos. ...	...	...	Kilos. ...	...	...	Kilos. ...	16	...	Kilos. 8,544,277
February	5	...	878,987	...	...	116,943	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,388,900
March...	6	...	480,668	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,255,817
April ...	4	...	653,318	...	...	181,329	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,286,312
May ...	...	...	166,679	2	...	118,677	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,210,162
June ...	...	...	283,080	...	...	104,300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8,323,905
July ...	...	...	686,168	...	...	186,775	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,823,019
August	...	...	304,121	...	...	184,666	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7,233,485
September	...	...	935,118	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,144,840
October	...	...	385,700	...	...	844,163	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,985,189
November	...	...	229,590	...	...	74,710	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9,183,440
December	...	...	157,368	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,701,653
Total	26	2	4,954,995	13	...	1,494,802	1	7	4,643,063	...	2	1,232,973	...	1	628,300	3	...	9,271	190	19	46,833,818

LA GUAYRA.

TABLE showing Exportation, with Nationality of Vessels, during the Year 1899.

Month.	Steam.							Venezuelan.		Quantity.				Total.	
	American.	German.	Spanish.	French.	Dutch.	British.	Italian.	Steam.	Sailing.	Coffee.	Cocoa.	Hides.	Sundries.	Number of Vessels.	Quantity.
January ...	3	1	...	2	2	2	1	...	...	Kilos. 1,294,108	Kilos. 323,034	Kilos. 78,751	Kilos. 50,633	11	Kilos. 1,706,576
February ...	2	2	...	2	2	2	1	1	...	1,251,099	568,366	50,001	33,706	12	1,904,172
March ...	2	3	1	2	3	2	1	2	...	1,956,910	935,760	54,947	27,787	16	2,975,404
April ...	2	2	1	2	2	2	1	1	...	1,247,970	897,426	70,119	18,289	13	2,233,894
May...	2	4	1	2	2	2	1	...	2	1,675,743	923,902	69,283	17,838	16	2,698,746
June ...	2	3	1	2	3	...	...	1	...	709,385	512,064	72,099	18,343	12	1,311,911
July ...	2	2	...	2	1	...	1	1	1	91,062	592,676	87,879	65,136	10	898,773
August ...	2	1	1	4	3	...	1	1	...	49,110	196,476	166,801	16,666	13	429,063
September	2	1	...	3	3	1	1	...	1	43,193	113,221	56,760	29,145	12	241,319
October ...	2	1	...	3	2	1	1	1	...	81,146	43,619	31,416	16,153	11	172,384
November ...	3	1	...	3	5	1	...	...	...	57,855	51,434	108,899	22,782	12	240,970
December ...	2	2	1	2	3	3	1	...	2	193,224	22,395	133,782	16,235	16	365,646
Total ...	25	23	6	29	31	16	10	8	6	8,610,835	6,181,272	979,737	332,813	154	15,104,687

Annex B.—IMPORTATION, Exportation and Coasting Trade during the Year 1899.  
FOREIGN IMPORTATION.

Month.	Ships.		Merchandise.		Hardware.		Provisions and Liquors.		Oils other than Kerosene.		Kerosene.	
	General Cargo.	Coal.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.
January ...	15	1	14,315	740,536	2,426	128,481	21,714	1,257,182	609	36,841	1,237	49,514
February ...	14	1	16,121	845,273	8,896	198,599	21,321	1,222,010	914	31,218	3,760	132,789
March ...	19	...	11,770	863,103	6,186	187,472	21,433	1,229,331	636	31,003	4,723	187,082
April... ..	17	4	8,399	495,474	1,286	69,468	18,516	1,154,131	813	40,371	3,822	134,155
May ...	17	2	8,083	642,118	6,466	164,654	24,674	1,459,647	583	29,711	8,613	308,789
June... ..	18	4	10,532	883,450	3,984	161,547	27,919	1,547,464	1,021	53,290	6,371	183,294
July ...	18	2	14,201	897,787	3,107	119,477	36,338	2,107,334	957	47,561	1,780	60,581
August ...	20	2	23,030	1,676,173	9,329	272,356	73,847	3,840,086	2,124	92,618	364	12,995
September ...	17	...	6,909	285,869	3,963	108,064	4,924	277,983	73	6,386	10,180	355,123
October ...	13	...	4,220	230,654	2,717	107,071	23,772	1,636,268	125	6,632	4,177	145,536
November ...	16	1	3,812	277,767	2,168	161,668	30,466	1,665,941	288	22,638	6,062	212,358
December ...	14	1	4,440	243,037	899	39,076	12,957	875,417	247	12,137	1,933	68,336
Total ...	198	19	125,832	8,096,231	61,396	1,718,183	322,881	18,272,693	8,445	409,406	82,184	1,836,002

LA GUAYRA.

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Month.	Timber.		Cement.		Coal.		Machinery.		Railway Materials.		Total.
	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Kilos.
January ...	3,186	93,625	2,012	324,903	860,655	55,169	285	55,169	2	411	3,546,227
February ...	1,117	648,022	977	155,203	468,322	179	179	55,373	260	29,851	3,896,900
March ...	930	24,299	1,805	280,060	300,970	67	67	18,461	1,076	119,036	3,225,817
April ...	1,276	79,127	1,000	113,000	1,995,329	161	161	41,179	261	143,978	4,256,212
May ...	690	59,610	800	98,150	1,333,558	88	88	12,371	321	110,644	4,210,182
June ...	1,110	21,589	1,906	318,343	2,643,105	111	111	24,375	23	8,358	5,829,905
July ...	613	15,719	1,563	276,115	1,298,904	87	87	14,878	164	21,782	4,820,018
August ...	628	62,175	700	125,640	1,118,402	39	39	7,922	116	25,109	7,223,485
September ...	...	...	635	107,698	9,082	4,043	32	4,043	208	10,692	1,144,840
October... ..	8	2,275	900	156,210	590,396	174	174	26,032	31	4,105	2,895,169
November ...	394	15,361	50	8,790	799,800	20	20	2,174	130	16,653	3,183,440
December ...	83	4,969	100	17,680	437,465	11	11	731	27	2,915	1,701,653
Total ...	10,034	1,026,661	12,248	1,972,592	11,945,798	1,254	1,254	282,708	2,609	493,534	45,933,818

## FOREIGN EXPORTATION.

Goods.	Quantity.	
	Packages.	Kilos.
Bags of coffee .. ..	150,797	8,610,385
" cocoa .. ..	95,679	5,181,272
Hides .. ..	88,972	979,787
Sundries .. ..	6,437	332,813
Total .. ..	341,885	15,104,657

## COASTING TRADE.

Articles.	Quantity.	
	Importation.	Exportation.
	Kilos.	Kilos.
Merchandise .. ..	15,278,980	5,133,498
Timber .. ..	2,126,466	..
Coal .. ..	93,064	..
Total .. ..	17,498,510	5,133,498

Annex C. — STATEMENT of Foreign Importations for the Year 1899, with Countries from which the Goods are Shipped.

Month.	Germany.		Belgium.		Colombia.		Spain.		United States of America.	
	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.
January ..	16,614	718,976	597	51,061	..	..	2,453	105,023	19,226	2,017,642
February ..	16,829	573,489	..	..	..	..	2,551	120,086	19,319	1,764,407
March ..	13,761	827,121	206	324,616	3	247	3,267	141,716	21,646	1,254,947
April ..	9,219	443,324	7	532	9	3,584	3,230	144,495	18,285	1,213,108
May ..	8,009	480,066	..	..	..	..	1,823	71,559	30,420	1,759,138
June ..	10,841	558,685	210	27,863	3	160	4,823	197,780	25,490	2,462,054
July ..	17,943	849,931	..	..	..	..	2,425	105,124	27,350	1,724,987
August ..	43,479	1,904,263	..	..	5	379	9,857	332,055	36,357	2,561,149
September..	3,508	113,962	55	4,686	1	59	721	46,359	17,294	625,379
October ..	3,855	200,842	..	..	..	..	467	26,384	34,540	1,921,540
November..	5,930	341,528	..	..	1	97	2,555	57,350	31,301	2,549,962
December ..	4,683	135,426	..	..	..	..	1,234	45,034	12,713	891,938
Total ..	154,671	7,146,613	1,075	408,738	22	4,526	34,906	1,393,475	293,941	20,746,246



STATEMENT of Foreign Importations for the Year 1899, with Countries from which the Goods are Shipped—continued.

Month.	France.		Holland.		Great Britain.		Italy.		Total.	
	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.
January ..	2,452	173,594	1,873	146,447	1,624	227,232	1,056	106,262	45,895	3,546,227
February ..	2,987	180,057	948	67,512	10,235	1,126,525	671	54,824	53,535	3,886,900
March ..	2,576	156,469	1,718	131,988	4,539	331,598	911	57,115	48,627	3,225,817
April ..	1,782	119,686	1,426	104,765	803	2,165,418	768	62,300	35,524	4,256,212
May ..	1,749	133,619	1,124	85,139	6,490	1,606,643	718	73,988	50,323	4,210,152
June ..	1,963	142,299	1,653	125,840	5,807	2,227,671	1,187	87,553	51,977	5,829,905
July ..	3,437	251,705	2,563	204,327	3,263	1,595,543	759	88,501	57,760	4,820,018
August ..	6,431	432,215	3,227	232,455	9,641	1,652,294	1,630	118,675	110,177	7,233,485
September..	1,264	44,042	719	58,787	2,959	216,825	353	34,261	26,874	1,144,840
October ..	802	69,006	366	26,521	2,053	641,540	41	9,326	42,124	2,895,169
November ..	982	55,432	311	24,395	1,102	67,716	1,198	87,060	43,360	3,183,440
December ..	524	38,160	605	51,643	551	513,273	377	26,184	20,687	1,701,653
Total ..	27,019	1,796,294	16,528	1,259,619	49,057	12,372,278	9,964	806,089	586,883	45,933,818

## Annex D.—MOVEMENT of Vessels at the Port of La Guayra during the Year 1899.

Month.	Number of Vessels.							
	British.	American.	French.	German.	Dutch.	Italian.	Spanish.	Norwegian.
January ...	6	4	4	4	4	2	...	...
February ...	6	4	5	4	3	2	...	...
March ...	6	4	5	4	5	2	1	...
April ...	4	5	5	5	4	2	1	...
May ...	6	3	5	5	3	2	1	...
June ...	6	4	5	6	4	3	1	1
July ...	6	4	6	4	3	2	1	...
August ...	5	5	6	4	4	2	...	1
September ...	6	2	6	3	3	2	1	...
October ...	3	4	6	3	4	1	1	...
November ...	4	5	5	4	2	1	1	...
December ...	4	4	4	4	5	2	1	...
Total ...	62	48	62	50	44	23	9	2
								300

## Annex E.—EXPORTATION of Coffee through the Port of La Guayra for the Year 1899.

Month.	Quantity.							
	United Kingdom.	United States.	Germany.	France.	Holland.	Italy.	Spain.	Total.
January...	Bags. 3	Bags. 4,623	Bags. 6,686	Bags. 4,396	Bags. 4,703	Bags. 1,175	...	21,586
February ...	250	6,633	7,949	2,785	4,245	223	...	22,086
March ...	447	8,752	17,568	3,046	3,787	761	...	34,361
April ...	...	10,616	7,532	2,659	636	691	...	22,133
May ...	1,062	11,165	12,737	2,653	1,126	...	...	28,743
June ...	...	5,641	2,422	4,061	477	...	...	12,591
July ...	...	235	359	315	90	512	...	1,601
August ...	...	496	80	...	311	...	50	939
September ...	...	409	17	265	189	19	...	899
October ...	...	17	960	268	...	147	...	1,392
November ...	...	440	147	293	91	...	...	971
December ...	235	781	578	678	974	184	66	3,396
Total ...	1,997	49,910	57,034	21,309	16,618	3,712	116	150,696

## Annex F.—EXPORTATION of Cocoa through the Port of La Guayra during the Year 1899.

Month.	Quantity.							
	United Kingdom.	United States.	Germany.	France.	Holland.	Italy.	Spain.	Total.
January ...	Bags. 42	Bags. 104	Bags. 825	Bags. 4,672	Bags. ...	Bags. 13	...	5,656
February ...	...	291	3,359	5,656	1,095	10	...	10,411
March ...	...	665	9,230	5,962	1,134	106	50	17,047
April ...	270	328	5,149	6,371	4,534	10	...	16,662
May ...	1,954	229	5,993	4,379	1,317	...	...	13,872
June ...	...	159	2,420	5,874	758	...	171	9,382
July ...	...	...	1,821	8,556	462	124	...	10,963
August ...	...	39	239	5,116	54	...	36	5,484
September ...	...	...	...	1,982	57	...	...	2,039
October ...	...	6	...	1,000	...	...	...	1,006
November ...	...	...	2	830	50	...	...	832
December ...	...	7	8	289	41	...	43	387
Total ...	2,266	1,828	29,046	50,586	9,522	263	300	93,811

## Annex G.—EXPORTATION of Hides through the Port of La Guayra for the Year 1899.

Month.	Quantity.						
	United Kingdom.	United States.	Germany.	France.	Holland.	Italy.	Total.
	Number.	Number.	Number.	Number.	Number.	Number.	Number.
January ... ..	...	4,665	788	...	...	...	5,353
February ... ..	...	4,472	...	...	173	...	4,645
March ... ..	...	2,494	188	...	...	...	2,682
April ... ..	1,768	3,983	...	...	488	...	6,229
May ... ..	...	6,484	...	...	285	...	6,769
June ... ..	...	7,277	32	...	253	...	7,562
July ... ..	...	6,668	296	...	438	32	7,334
August ... ..	...	6,723	...	...	254	...	6,977
September ... ..	...	4,815	403	...	207	...	5,425
October ... ..	...	2,511	...	...	347	...	2,858
November ... ..	...	9,607	...	166	...	...	9,773
December ... ..	254	9,254	...	...	3,450	...	12,958
Total ... ..	2,012	68,753	1,707	166	5,895	32	78,565

## Annex H.—EXPORTATION of Goat and Deerskins through the Port of La Guayra during the Year 1899.

Month.	Quantity.			
	United Kingdom.	United States.	Holland.	Total.
	Bales.	Bales.	Bales.	Bales.
January .. ..	..	14	..	14
February .. ..	..	15	..	15
March .. ..	..	15	..	15
April .. ..	4	38	..	42
May .. ..	..	69	3	72
June .. ..	..	121	..	121
July .. ..	..	136	..	136
August .. ..	..	74	..	74
September .. ..	..	68	..	68
October .. ..	..	17	..	17
November .. ..	..	34	..	34
December .. ..	..	27	15	42
Total .. ..	4	623	18	650

## PUERTO CABELLO.

Mr. Vice-Consul Kolster reports as follows :—

General  
remarks.

The constant political disturbances which followed one after the other, and lasted for almost the whole of the year; the very low range of prices for our chief produce; the different changes in our customs tariff; and the additional duty of 60 per cent. on flour, interfered a good deal with the regular development of trade in these districts.

The following figures consequently show a further reduction of Imports. imports :—

Country.	Value.	
	1899.	1898.
	£	£
United Kingdom .. ..	131,447	102,700
Germany.. ..	64,904	78,440
United States .. ..	61,351	168,910
France .. ..	35,707	38,910
Holland .. ..	20,333	19,020
Italy .. ..	11,051	6,990
Spain .. ..	338	12,690
Trinidad .. ..	8	..
Sundry .. ..	..	2,480
Total .. ..	325,134	425,140

The number of vessels entered and cleared from foreign ports Shipping. during the year 1899 was as follows :—

Flag.	Number of Vessels.	
	Steam.	Sailing.
British .. ..	49	3
American .. ..	26	..
German .. ..	50	1
French .. ..	55	..
Norwegian .. ..	34	6
Italian .. ..	18	..
Dutch .. ..	37	3
Spanish .. ..	9	..
Total .. ..	278	13

It is worth noticing that whilst imports from Germany and British trade. the United States have considerably decreased, those from the United Kingdom, if compared with those of the previous year, have increased by 30 per cent., and now are a little above the figures of 1897 again. With regard to these changes, I received the following explanation from one of our leading merchants: The output of textiles intended for home consumption in the United States was exceedingly large during 1897 and 1898, and that surplus had to be offered and sold for export at very cheap prices. Besides the question of price, which is the most important factor, there were other considerations militating in favour of American goods. Namely, while the British manufacturers asked for four and even six months' time to get the ordered goods ready, the American commission merchant was allowed to carry those goods out of the over-production of his country on stock; he conse-

(611) B 2

quently was able to sample and even ship them at a moment's notice. This year the production in the United States seems, however, to have been more normal, and the above-mentioned advantages having partly disappeared, business was transacted through the customary channels, the more readily as efforts were made to assure a quicker dispatch of the orders.

Exports.

Figures for exports compare as follows :—

Articles.					Quantity.	
					1899.	1898.
					Kilos.	Kilos.
Coffee	..	..	..	..	11,891,030	13,024,633
Cacao	..	..	..	..	495,921	325,547
Hides	..	..	..	..	437,760	530,077
Skins	..	..	..	..	110,245	128,931
Quina	..	..	..	..	..	1,047
Coprah	..	..	..	..	202,685	127,220
					Head.	
Cattle	..	..	..	..	39,083	

The general outlook has not improved, owing to the political condition of the country. Fortunately an increase of prices for coffee has recently given more life to business, but better times entirely depend upon the restoration of peace, and nobody can at present tell when public order will be definitely re-established.

MARACAIBO.

Mr. Vice-Consul Bödecker reports as follows :—

General remarks.

The year 1899 has been very bad for Venezuela, the worst for more than 20 years. The political disturbances all over the country and the low coffee prices had the most disastrous effect upon commerce, and brought great suffering to all branches of industry. Venezuela, which is living upon its export staples, must suffer very heavily when the goods exported fetch such low prices as were experienced in 1899. The political disturbances, which lasted almost the whole year, were of a very serious character; commerce was cut off for months from all connection with the interior districts; all kinds of business stopped and an absolute stagnation of trade ensued. Heavy losses have been the consequence, which have retarded the progress of the country.

Coffee.

Regarding the export of the principal article, which is coffee, it is to be regretted that the export of 1899 is far behind that of 1898. The amount exported was 334,328 bags (20,268 tons), against 441,579 bags (26,494 tons) in 1898, and 422,313 bags

(25,486 tons) in 1897. The average price of coffee per 100 lbs. f.o.b. Maracaibo may be calculated at 7 pesos 88 c. (1*l.* 5*s.*), at 8 pesos 55 c. (1*l.* 7*s.*) for 1898, and at 12 pesos 75 c. (2*l.* 4*s.*) for 1897. The value of the coffee exported amounted to 7,015,000 pesos (1,111,287*l.*) in 1897, to 4,875,000 pesos (772,584*l.*) in 1898, and to 3,429,250 pesos (543,248*l.*) in 1899.

The export of hides shows a small decrease, principally caused Hides, by the unfortunate civil war. In 1899, 30,221 hides were exported, whilst in 1898 there was an export of 32,886 hides. The declared value of export was as follows: in 1898 it amounted to 119,190 pesos 50 c. (18,882*l.*), and in 1899 to 129,130 pesos 30 c. (20,456*l.*).

The export of skins shows a considerable increase; in 1899 Skins. 107,217 kilos. were exported, against 83,797 kilos. in 1898.

The export of balsam copaiba shows a small increase against Balsam 1898. In 1899, 42,732 kilos. were exported, representing a value copaiba. of 33,649 pesos (5,330*l.*), against 35,778 kilos. in 1898.

Fishsounds are becoming more and more in demand, Fishsounds. and a good deal of attention is paid to them. In 1899 the export amounted to 39,261 kilos., with a value of 17,227 pesos (2,570*l.*).

Owing to its very low price in the foreign markets, the export Cocoa. of cocoa has become less. The returns of 1899 show a declared value of 46,063 pesos (7,300*l.*), against 10,700*l.* in 1898.

The export of quina bark becomes less from year to year. In Quina bark. 1899 it amounted only to 12,778 kilos., with a value of 2,118 pesos (335*l.* 10*s.*).

The export of dividivi is increasing. In 1899, 1,766 tons were Dividivi. exported, with a value of 41,124 pesos (6,514*l.*).

The export of wood is increasing again; the principal kinds Wood. exported are: Boxwood, cedar, ebony, fustic, lignum vitæ, mahogany, and different hardwoods. The value of exportation in 1899 amounted to 57,383 pesos (9,090*l.*) on 6,506 tons.

Rubber and asphaltum are attracting more and more attention, Rubber and asphaltum. and the export is increasing.

The best communication with Maracaibo is viâ New York with Mail. steamers of the American D line.

Navigation return and exportation list for 1899 are annexed.

ARRIVALS of Vessels at Maracaibo during the Year ending  
December 31, 1899.

Nationality.	Tonnage.	Number of Vessels.				
		Steamers.	Barques.	Brigs.	Schooners.	Total.
British .. ..	..	5	..	..	..	5
American .. ..	..	43	..	..	..	43
German .. ..	..	4	2	..	..	6
Italian .. ..	..	..	..	1	..	1
Norwegian .. ..	..	17	..	..	..	17
Danish .. ..	..	..	2	..	..	2
Dutch .. ..	..	..	1	9	27	37
Brazilian.. ..	..	..	..	1	..	1
Venezuelan .. ..	..	8	..	..	236	244
Total .. ..	25,306	77	5	11	263	356

EXPORTS from Maracaibo during the Year 1899.

MARACAIBO.

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Month.	Fustic.		Dividivi.	Coffee.		Cocoa.		Quina Bark.		Copaiba.	
	Kilos.		Kilos.	Bags.	Kilos.	Bags.	Kilos.	Packages.	Kilos.	Packages.	Kilos.
January ..	418,447		296,728	35,219	2,128,076	47	2,394	53	2,380	62	2,551
February ..	484,770		..	29,391	1,792,684	112	5,084	..	..	41	1,706
March ..	912,657		8,521	44,624	2,725,114	274	12,411	42	1,709	36	1,508
April ..	505,239		68,480	35,772	2,179,924	487	22,288	24	1,039	40	1,679
May ..	811,608		268,880	47,634	2,882,164	47	2,330	32	1,617	100	4,181
June ..	134,000		14,202	35,793	2,180,064	133	4,918	70	2,101	200	8,862
July ..	511,454		214,896	14,356	857,360	46	2,086	54	2,537	59	2,500
August ..	858,008		503,311	14,099	844,836	704	34,327	6	274	150	8,754
September ..	883,305		..	14,001	841,770	596	29,841	23	1,121	161	8,383
October ..	313,894		..	14,751	906,670	..	..	..	..	30	1,165
November ..	532,739		384,020	33,334	2,026,129	..	..	..	..	27	1,049
December ..	140,096		12,192	15,354	902,889	184	7,512	..	..	21	894
Total ..	6,506,217		1,766,180	334,328	20,268,690	2,630	123,151	304	12,778	927	42,732
„ 1898 ..	6,550,465		802,027	441,579	26,494,530	8,007	129,935	270	12,047	869	35,778



## MARACAIBO.

## EXPORTS from Maracaibo during the Year 1899—continued.

Month.	Hides.		Goatskins.		Deerskins.		Fishsunda.		Brown Sugar.		Asphalt.	
	Number.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.	Packages.	Kilos.
January ..	1,719	18,098	12	1,001	2	131	47	4,376	951	38,570	..	..
February ..	461	4,678	52	4,302	1	55	92	8,705	893	37,180	..	..
March ..	2,234	23,371	113	9,540	..	..	71	6,140	963	39,658	..	..
April ..	3,966	47,779	80	6,516	3	316	36	3,328	774	33,764	..	..
May ..	4,413	49,767	128	16,813	7	621	51	4,459	1,340	50,984	..	..
June ..	1,710	19,105	87	7,618	6	95	26	2,548	741	31,007	..	..
July ..	1,639	15,988	103	8,514	3	299	4	368	173	5,520	204	38,791
August ..	2,319	21,746	129	11,074	4	320	36	3,305	1,204	47,924	200	40,500
September..	2,206	21,589	117	10,683	8	710	32	3,051	632	21,076	..	..
October ..	2,119	22,804	54	5,387	2	197	29	2,458	520	17,020	..	..
November..	5,000	55,496	148	14,911	8	713	5	408	1,178	38,812	2	40
December ..	2,435	22,903	84	7,285	2	206	1	105	894	35,083	..	..
Total ..	30,221	323,314	1,107	103,554	46	3,683	430	39,261	10,243	396,548	406	79,331
" 1898 ..	32,886	392,242	1,004	81,241	34	2,556	585	40,171	11,132	438,375	..	..

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No. 2419 Annual Series.

**DIPLOMATIC AND CONSULAR REPORTS.**

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**WESTERN PACIFIC.**

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**REPORT FOR THE YEAR 1899**

ON THE

**TRADE OF SAMOA.**

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2049

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*Presented to both Houses of Parliament by Command of Her Majesty,  
MAY, 1900.*

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**No. 2419.**

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*Reference to previous Report, Annual Series No. 2049.*

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*Report on the Trade of Samoa for the Year 1899*

By MR. ACTING-CONSUL HUNTER.

(Received at Foreign Office, April 19, 1900.)

Owing to the troubles arising out of the rebellion of the High Chief Mataafa and his people during the first six months of the year 1899, no report on the trade of Samoa was published for the year 1898, and it is due to the courtesy of Mr. Hay, Collector of Customs, who supplied me with the figures and information, that I am able to report upon the trade and commerce of Samoa during the period under review. Introductory.

The year 1899 showed a very marked improvement over that of 1898, which in turn was better than 1897. Both imports and exports increased very substantially, clearly showing that both the producing and consuming power of these Islands have been much under-estimated in the past.

The copra crop of 1899 was one of the largest, if not the largest, in the history of the Group. When the natives settle down under the new form of Government, and have greater inducements to make up all their copra, the output will further increase; at present there is great waste.

Cacao, which promises to be one of the future productions of this Group, has had great difficulties to contend with, owing to the native troubles. Plantations had to be abandoned, and in many instances were greatly injured by the rebels, who ruthlessly cut down or ring-barked bearing trees, destroyed nurseries, and in many instances, up-rooted the young trees that had been planted out. With a strong and stable Government cacao has a great future before it.

Shipping and navigation. TABLES showing the Number and Nationality of Vessels that Entered and Cleared at this Port during the past Two Years.

Table 1.—1898.

## ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	40	50,455	...	...	40	50,455
German ... ..	...	...	12	880	12	880
United States of America...	17	32,963	3	467	20	33,430
Norwegian ... ..	...	...	4	2,450	4	2,450
Danish ... ..	...	...	3	1,324	3	1,324
Total ... ..	57	84,418	22	5,121	79	89,539

## CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	40	50,455	1	25	41	50,480
German ... ..	...	...	13	919	13	919
United States of America...	17	32,963	3	467	20	33,430
Norwegian ... ..	...	...	4	2,450	4	2,450
Danish ... ..	...	...	3	1,324	3	1,324
Total ... ..	57	83,418	24	5,185	81	88,603

Table 2.—1899.

## ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	40	55,656	6	333	46	55,989
German ... ..	...	...	9	635	9	635
United States of America...	17	32,963	4	645	21	33,608
Norwegian ... ..	...	...	4	2,576	4	2,576
Danish ... ..	...	...	2	1,214	2	1,214
Total ... ..	57	88,619	24	5,403	81	94,022

## CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	40	55,656	4	322	44	55,978
German ... ..	...	...	9	635	9	635
United States of America...	17	32,963	3	497	20	33,460
Norwegian ... ..	...	...	4	2,576	4	2,576
Danish ... ..	...	...	2	1,214	2	1,214
Total ... ..	57	88,619	22	5,244	79	93,863

In comparing these tables it will be seen that the increase of shipping in and out for the past year was 10,743 tons. British shipping increased by 11,032 tons, while foreign shipping decreased by 289 tons.

				Per Ton.		Freights and charters.	
				From—		To—	
				£	s.	£	s.
London to Samoa, viâ Australia	..	..	..	3	0	5	0
London to Samoa, viâ New Zealand	..	..	..	3	0	5	0
London to Samoa, viâ Germany	..	..	..	3	0	4	0
Australia to Samoa	..	..	..	1	5	2	0
New Zealand to Samoa	..	..	..	1	5	2	0
San Francisco to Samoa	..	..	..	2	0	2	10
Samoa to Australia (copra)	..	..	..	..	..	0	15
Samoa to New Zealand (copra)	..	..	..	..	..	0	15
Samoa to San Francisco (copra)	..	..	..	..	..	0	15
Charters as per agreement.							

By reference to the comparative statement given below Imports. (Table 4) it will be seen that the value of imports for the year 1899 exceeded that of the previous year by 32,055*l.*, and the imports of 1898 exceeded those of 1897 by 11,195*l.* Imports from the British Empire have more than doubled in value since the year 1897, while in the year under consideration they represent seven-tenths of the value of all the goods imported into the Group. It is impossible to give the imports and their values in detail, but I give all the information that I have been able to obtain.

There are no records concerning hardware, soft goods, boots and shoes, and wearing apparel. Colonial soap is much more used than American; it is cut to any size required at 13*s.* 6*d.* to 15*s.* per cwt. box of best "Crown," and 9*s.* for the commoner "Household." The weight is nominal, as the soap shrinks.

26 gauge galvanised iron is used for roofing the buildings; it costs from 15*l.* to 16*l.* for assorted sizes in Sydney.

American and British starch are about equally used. of German manufacture is of inferior quality. Starch must be put up in 1 lb. boxes.

The quality of Australian tinned meats is said to be inferior to that imported from America; the cost landed in Samoa is, however, less. 4,500 cases were imported from New Zealand and Australia.

A large quantity of kegger beef is used by the natives at their feasts and at other times. That from Australia is said to be very poorly prepared, does not keep, and is altogether inferior to that from New Zealand, which has now almost a monopoly of the market, none being imported from America. About 10,000 kegs

of 50 lbs. each were imported during the year, principally from New Zealand.

**Biscuits.** American, New Zealand and Australian biscuits are all put up in any sized tins required. Colonial, of the same quality as American biscuits, are landed in Samoa at practically the same price. There are different qualities of colonial biscuit or bread as it is often termed.

**Kerosene.** There were about 6,500 cases of kerosene, 8 gallons each, imported from America during the year.

**Import duties.**

Table 3.—IMPORT Duties.

Articles.		Amount.	
		Dol.	c.
1. Ale, porter, and beer .. ..	Per dozen quarts	0	50
2. Spirits .. ..	Per gallon ..	2	50
3. Wines, except sparkling .. ..	" ..	1	0
4. Sparkling wines .. ..	" ..	1	50
5. Tobacco .. ..	Per lb. ..	0	50
6. Cigars .. ..	" ..	1	0
7. Sporting arms .. ..	Each ..	4	0
8. Gunpowder .. ..	Per lb. ..	0	25
9. Statistical duty on all merchandise and goods imported, except as aforesaid, 2 per cent. ad. val.			

**Charges.**

Importers complain very much of the charges on goods ordered from London. These include packing, insurance, freight, and all the other incidental charges. As an instance of the amount charged, a local merchant ordered 24 bales of print from London. The cost price of the print was 318*l.* 18*s.* 11*d.*, the charges amounted to 49*l.* 2*s.* 3*d.* Thus the charges amounted to more than 15 per cent. before the goods were delivered in Samoa. To this must be added the duty, landing, and delivery charges in Samoa.

Table 4.—COMPARATIVE Table showing the Values of Imports from Foreign Countries during the Years 1897–98–99.

Country.	Value.		
	1897.	1898.	1899.
	£	£	£
British Empire.. ..	34,754	46,640	70,137
Germany .. ..	16,828	13,268	16,290
United States of America ..	10,683	10,982	18,549
Tonga .. ..	827	408	195
South Sea Islands .. ..	435	340	623
Hawaii and other countries ..	176	473	433
Copra in transit .. ..	2,220	5,087	2,946
Total .. ..	65,923	77,118	109,173

Exports, like imports, have increased greatly during the past three years. The value during the year 1899 exceeded that of the previous year by 26,191*l.*, while that of 1898 exceeded 1897 by 17,615*l.* Thus the exports of 1899 have nearly doubled those of 1897. **Exports.**

Exports are restricted to three products, viz., copra, cacao, and fruit. Cotton and coffee have entirely disappeared from the list of exports.

The export of copra for the year 1899 exceeded the output of the previous year by a little over 3,000 tons, the actual amounts being, 1898, 4,762 tons; 1899, 7,791 tons. On this there is an export duty of 2½ per cent., the value of copra being taken at 9*l.* 7*s.* 6*d.* f.o.b. **Copra.**

The production of cacao is in its infancy, the value of the export for the year 1899 being about 240*l.* The prices realised were good, and the quality reported to be excellent. **Cacao.**

The following are extracts taken from an article by Mr. J. H. Moore, one of the planters in Samoa, "On the Condition of Cacao in the Islands," dated November 2, 1899:—"So far as I know there are now planted by our foreign residents about 300 acres in all, two-thirds of which property is either now in bearing condition or will become so next year. It is quite impossible to say how much cacao has been planted and is to-day in good order on native lands." . . . "Part of my cacao has just commenced to bear, and I am forwarding its seed pods to my different trading stations as fast as they come on. At these points they are freely given to the natives, who are now commencing the cultivation of cacao in good earnest in several districts. At Pago Pago I have at present about 3,000 trees in all stages of growth, and on my property there I have still room for about 2,000 more plants, which will be set out this year." . . . "I understand that Mr. Carruthers obtained a net profit of over 900 dol. from less than 8 acres of cacao during last year, and that cacao was all of it less than five years of age at the time." . . . "The quality of our Samoan cacao is said to be of the highest class. So far we have had extremely high prices for it, and the purchasers have always expressed regret that we have only a little to offer. Two years hence the proceeds of our cacao will add appreciably to our general income, and if the natives take hold, as they surely will in case a new Government is rightly started, it is more than likely that cacao will in a short time represent our most valuable export." . . . "I am so convinced of the success of our cacao that wherever I have a trading station I am starting now to cultivate it. If I have no land in that neighbourhood, I lease some from the adjoining natives, who always have plenty to spare at 50 c. per acre per annum for 40 years, as the law allows. I am about to start the cultivation of cacao at Saluafata, Safata, and Fasitoo, and probably at Fagaitua, on Tutuila."

The export of fruit to the Australasian colonies would be of great value to the Group if it had facilities for regular and speedy transport. At present the value is merely nominal. For the **Fruit.**



Prospective  
exports.  
Rubber.

Kola

Vanilla.

Duties.

year 1899 it amounted to the value of 800*l.* for fruit exported to Auckland, New Zealand, and about 50*l.* to Honolulu.

Rubber has been introduced, and is being grown by several of the planters. It appears to thrive, and as far as can be seen the soil is admirably adapted for the growth of this most valuable product, though it is impossible to say what its future will be.

Kola is also being planted, the young trees look healthy, and the soil and climate appear to suit its growth.

Vanilla has been tried with success, and more of it is being set out. With proper cultivation there is no doubt but that this product will also take a high place among the industries.

Table 5.—EXPORT DUTIES.

						Per Cent. Ad Valorem.
Copra	..	..	..	..	..	2½
Cotton	..	..	..	..	..	1½
Coffee	..	..	..	..	..	2

Table 6.—COMPARATIVE Table showing the Values of Exports to Foreign Countries during the Years 1897–98–99.

Country.	Value.		
	1897.	1898.	1899.
	£	£	£
British Empire .. ..	5,405	22,042	60,070
Germany .. ..	311	..	..
United States of America ..	10,861	6,894	7,494
Russia (Libau) .. ..	..	..	8,182
Tonga .. ..	2,844	2,497	3,375
South Sea Islands .. ..	850	542	509
Hawaii and other countries ..	194	615	889
Europe (Azores for orders) ..	23,248	27,269	2,992
Ships stores .. ..	2,797	4,339	8,134
Copra in transit .. ..	1,829	1,256	..
Total .. ..	47,839	65,454	91,645

From the above comparative table it will be seen that the exports to the British Empire have almost trebled those of the previous year, while those of 1898 more than quadrupled the exports of 1897. This may be attributed to the great increase of demand for copra in the Australasian colonies.

In the year 1897 the export of copra to the Australasian colonies was only 564 tons. In 1898 it increased to 1,102 tons, and in 1899 it rose to 2,821 tons. Out of the total export of copra during the past year, amounting to 7,791 tons, no less than 6,163 tons were shipped to different parts of the British Empire.

Russia appears for the first time as a competitor in the Samoan copra market, taking 872 tons.

Table 7.—SHOWING the Principal Trade and Passenger Routes from Europe, America, and the Australian Colonies to Samoa.

TRADE ROUTES.	
By steam or sail ..	<ol style="list-style-type: none"> <li>1. From Europe to Sydney, N.S.W., thence by Union Steamship Company, of New Zealand, to Samoa.</li> <li>2. From Europe to New Zealand, thence by Union Steamship Company, of New Zealand, to Samoa.</li> </ol>
PASSENGER ROUTES.	
By steam .. ..	<ol style="list-style-type: none"> <li>1. From Sydney, N.S.W., via Fiji, every four weeks per Union Steamship Company, of New Zealand.</li> <li>2. From Auckland, N.Z., via Tonga, every four weeks per Union Steamship Company, of New Zealand.</li> <li>3. From Sydney, N.S.W., via Auckland, N.Z., every four weeks per A. and A. Company, of San Francisco.</li> <li>4. From San Francisco via Honolulu, every four weeks per A. and A. Company, of San Francisco.</li> </ol>

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W Ü R T E M B E R G.

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REPORT FOR THE YEAR 1899 AND PART OF 1900

ON THE

TRADE, AGRICULTURE, AND FINANCES OF  
WÜRTEMBERG.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
NOVEMBER, 1900.*

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*Report on the Trade, Agriculture, and Finances of Württemberg for the Year 1899 and part of 1900 by Dr. Frederick Rose, Her Majesty's Consul at Stuttgart.*

(Received at Foreign Office, October 1, 1900.)

The industrial results of the last five years form a faithful reflex of the general economical metamorphosis which has taken place in Germany during the latter half of the nineteenth century. Engineering, theoretical and practical science, improved means of communication, those powerful factors which have transformed Germany into the greatest industrial State on the Continent are still instrumental in increasing the present condition of commercial prosperity.

General  
remarks on  
German  
industries in  
1899.

The upward tendency of the last few years originated in the electrical and mining industries, and was accompanied by a steady flow of population to industrial neighbourhoods. The resulting necessity for private and public buildings, and for the enlargement and improvement of factories and works gave a great stimulus to the building industry, which again brought in its train a strong demand for iron, copper, cement, building materials, and labour.

The year 1899 added new progressive factors. The electrical industries with their large consumption of iron, steel, and copper, which had hitherto occupied the foremost place, were overtaken by the iron, coal, and engineering industries. The cotton-spinning industry which had languished for some years was enabled to recover ground owing to an abundant supply of raw material. The increase of these leading industries soon exerted a favourable effect upon the secondary industries and trade in general, and they were undoubtedly assisted in their progress by the strong tone of the textile, iron, and machinery markets in the United Kingdom and the United States.

The salient features of the past year were:—Great increase in production; scarcity of coal, raw materials, and labour; finally, increasing prices and dear money. The rapid industrial development manifested itself naturally in a strong demand for capital and an important increase in company flotations and the rate of interest. Never, since the notable year of 1873, has so much



Company  
promotion.

capital been subscribed for industrial purposes; the following figures show the advance recorded since the year 1893:—

					Amount in Millions.	
Year.					Nominal Subscription.	Effective Subscription.
					£	£
1893	..	..	..	..	1	1½
1894	..	..	..	..	3	4
1895	..	..	..	..	8	11
1896	..	..	..	..	12½	16½
1897	..	..	..	..	9½	16
1898	..	..	..	..	15½	26
1899	..	..	..	..	26	43

This increased demand for capital resulted in dear money—the discount rate of the Reichsbank in December, 1899, reaching 7 per cent. for the first time since its foundation—and exercised a disturbing influence upon the whole province of manufacture and trade, one of its ill-effects being the increase of the cost of production caused by the dearth of the indispensable credit. Two prominent characteristics of the present state of affairs are the cessation of the downward tendency of prices, which, at the end of last year attained a level equal to that of 1888, and the continual rise in the prices of raw materials, the latter being especially noticeable for the period between January, 1896, and December, 1899.

In former years it was easily possible for the manufacturers to shift this increase in a comparatively short time on to the shoulders of the consumer by means of the wholesale and retail dealers; a rise in the price of raw materials being then indicative of large manufacturing profits. This has, however, to a great extent, entirely changed. The present accumulation of capital and fierceness of competition have rendered a sudden transition of prices from a lower to a higher level extremely difficult, and in many cases impossible, without seriously deranging the transaction of business. A few exceptions were observed in the iron and some other industries, in which the rise in wholesale prices immediately caused a corresponding increase in retail prices.

Formation of  
trusts.

In order to regulate the ratio between the prices of raw materials and manufactured articles, most industries entered into negotiations for the formation of syndicates. This tendency forms a further characteristic of the past year, and was especially prominent in the textile, wire, electric, leather, soap, candle, and spirit industries. A careful observation of the changes in prices effected by their agency reveals a moderate but not excessive rise in prices; in some cases their influence has been exerted to prevent any sudden and unnatural rise. Since January, 1900, the action of these trusts is still noticeable in the continuous and gradual rise in the prices of many articles; the future must

show whether this artificial regulation of the natural development of industry and trade will be productive of general beneficial results.

The present prosperity has materially affected the question of Labour. labour. Instead of the former scarcity of work and the consequent number of unemployed, there is now a pronounced lack of workmen, and—in the printing, weaving, shoe, and glove industries—of female labour. Many factories were compelled to engage unskilled instead of skilled workmen, others from want of the necessary workmen were unable to increase their production. In 1894 5,000,000 workmen were employed in the 15 principal industries; in 1899 this number rose to 7,000,000. In 1894 185,000,000*l.* were paid in wages; in 1898 more than 250,000,000*l.* The hours of work are becoming gradually shortened, whilst wages are rising. In former years the formation of trusts was inevitably accompanied by a corresponding increase in the number of strikes. This has now changed, the only strike of any magnitude which occurred in Würtemberg during 1899 being one in the furniture trade which lasted about 11 weeks.

Strikes.

The aspect of industry in Würtemberg differs in many respects from the above review of the industrial condition of the German Empire, owing to the fact that the coal, iron, and electrical industries do not play any important part. Generally speaking most of the factories and works were fully supplied with orders and were often compelled to work overtime in order to fulfil their contracts. Some few industries, however, which are suffering from the pressure of exceptional conditions, were unable to participate in the general prosperity. The state of the flour-mills, for instance, even deteriorated owing to the keen competition of the Rhenish mills. The Stuttgart illustrated woodcut industry suffered heavily from the decision of the illustrated paper companies to adopt the more economical and productive autotype and zinc-etching processes. The chocolate and colour industries suffered from over-production, and the tanning works at Backnang were visited by a severe crisis which caused the failure of many firms. Apart from these exceptions, the general condition of trade was extremely satisfactory especially in the cotton, iron, machine, and electrical sections. The firm industrial tone reacted most favourably upon building enterprise, and caused a strong demand for building materials of all descriptions. Foundries, machine and tool-works, and most factories producing iron goods were extremely busy, and entered upon the year 1900 well provided with lucrative orders for some time to come.

General remarks on industry and agriculture in Würtemberg. Industries.

The unfavourable condition of agriculture in 1899 and the consequent weakness of retail trade in the rural districts, form a dark spot in this picture of universal industrial prosperity. In spite of the favourable influence of two of the largest grain harvests ever experienced, it was found impossible to recover from the ill-effects of the failure of the grape and fruit harvests, and the loss of live-stock occasioned by the continual prevalence of various diseases. The year 1900 has been up to the present

Agriculture.

"Waaren-  
häuser."

date much more favourable; the yield of fruit has been most abundant, and the prospects of the grape harvest are most satisfactory. In industrial centres and large towns the retail consumption gave favourable results, but competition is very keen, and the cost and trouble of advertising often seem disproportionate to the profits obtained thereby. Retail dealers endeavour by means of various gratis additions and the granting of comparatively large reductions and long terms of credit, to attract even small consumers. A further serious competing factor is the establishment of large universal providing stores ("Waarenhäuser"), whose number and sphere of action are daily increasing. They represent, even when situated at a distance, not only a dangerous source of competition for retail firms, but are also beginning to exert a pressure upon the wholesale dealers and manufacturers. The Würtemberg Government has not yet decided upon any special measure of taxation in view of this new commercial development, although the question has been under consideration for some time.

Apprentices.

A disadvantage keenly experienced by large firms is the diminishing number of apprentices, whose qualifications, moreover, are seldom satisfactory. This matter is under consideration and new conditions are being formulated, according to which, on the one hand, a more thorough and special education, and on the other hand, a certain scale of remuneration and opportunity for theoretical study are demanded.

Industrial  
prospects for  
1900.

The Würtemberg industries entered upon the year 1900 with great expectations, and although, at the beginning of 1899, it was generally assumed that the period of prosperity had attained its height and that a reaction would soon supervene, the tone towards the end of the year became more confident. To a certain extent the advances in the prices of raw materials bore some resemblance to the industrial advance, which took place after the Franco-Prussian War and was followed by the disastrous crisis of 1873. The present advance, however, is of an entirely different nature, based as it is upon the demand and consumption of, not only German, but also of foreign States, a solid and healthy foundation, which ought to enable it to weather much financial and commercial stress. A proof of this has already been shown by the manner in which it has undergone the test of dear money and a high bank-rate at the end of 1899. It appears probable that when the present period of prosperity is followed by a reaction, no sudden and ruinous fall, but a gradual decline, caused by a policy of prudent restriction will take place.

Agriculture.  
Corn.

The corn trade was much quieter than during 1898, prices declining slightly along the whole line under the influence of the favourable American and Argentine harvests. An unimportant temporary recovery was occasioned by the unfavourable harvest reports from America and Russia, and by the outbreak of the Transvaal War, but prices closed about 8 per cent. below the beginning of the year. The abolition of the Berlin Grain Exchange, a measure which is now adversely criticised, even by those

WÜRTENBERG.

9

responsible for it, seems to have had an effect upon the grain trade.

The harvest averages were, generally speaking, higher than those of the previous years, especially for grain, potatoes, and leguminous fruits. The hop harvest was particularly noticeable being 66 per cent. above the average; grass, hay, and clover were below the average; sugar, beet, and chicory were satisfactory.

The unfavourable condition of the flour-mills has been aggravated by the competition of the large Rhenish mills, especially those at Ludwigshafen and Mannheim; the corn ground was almost exclusively grown in Germany. The Würtemberg grain import for 1897, about 53,000 tons, came principally from Baden, Rhenish Bavaria and Hesse, North Germany sending comparatively a small amount; the foreign import amounted to only 550 tons, of which Switzerland supplied 395.

It is a most remarkable fact, that in spite of the immense industrial advance in Germany during the last 20 years, agricultural products have not only maintained their position but have even slightly increased, as will be seen from the following table:—

Year.	Quantity in Million Tons.				
	Rye.	Wheat and Spelt.	Barley.	Oats.	Potatoes.
1899 .. ..	8·6	4·3	2·9	6·8	38·4
1898 .. ..	9·0	4·1	2·8	6·7	36·7
1897 .. ..	8·1	3·7	2·5	5·7	33·7
1896 .. ..	8·5	3·8	2·7	5·9	32·3
1895 .. ..	7·7	3·6	2·7	6·2	37·7
1894 .. ..	8·3	3·8	2·8	6·5	33·6
1893 .. ..	8·9	3·9	2·3	4·2	40·7

The plenteous harvests of 1898-99 naturally influenced the import and export trade. For instance, in the year 1899 the import of wheat declined to the amount of 106,600 tons, whilst the export increased by 62,500 tons.

The hop crops were satisfactory both as regards quality and quantity, but prices were lower than in previous years and showed considerable fluctuations. The earliest hops were sold at 9*l.* per cwt.; at the end of August the price was 5*l.*; in September, 4*l.* 5*s.*; and in December, 4*l.* The area under cultivation has declined from 20,000 acres in 1885 to 13,300 acres in 1899, as the export to Baden, Bavaria, and Switzerland suffered from the increasing competition. Würtemberg consumes only about one-third of the hops grown in the country.

About 660,000 gallons less beer were brewed in 1899 than in the former year, which, taking into consideration the unfavourable grape and fruit harvests is certainly remarkable. Bavaria and Baden showed an increase in the production of the national beverage, the latter to the extent of 4,500,000 gallons.

## Fruit.

The fruit harvest was poor, amounting in value to 250,000*l.*, compared with 350,000*l.* in 1898. The import of foreign fruit to Württemberg and other parts of Germany has risen rapidly and attained large proportions. In 1898 the import value for Germany was 1,350,000*l.*; in 1899, 3,450,000*l.* Württemberg imported in 1898 67,000 tons; in 1899, 85,000 tons, principally from France, Austria-Hungary, and Italy.

## Vintage.

The vintage, although double the amount of the year 1898, was still about 50 per cent. behind the average of the last 72 years, the quality of the wine produced from the grapes being good but more than usually acid. The total value was about 380,000*l.* A certain amount of the foreign wine imported is used to improve the quality of the home wines. About 4,550 tons of raisins and currants were imported for the manufacture of artificial wine:—

Year.					Price per Hectolitre.	Amount in Hectolitres.
					£ s.	
1898	..	..	..	..	2 10	74,740
1896	..	..	..	..	1 4	427,800
1891	..	..	..	..	2 10	57,500
1886	..	..	..	..	1 1	634,150
1876	..	..	..	..	1 6	909,500

NOTE.—1 hectolitre = 22 gallons.

Cattle-  
breeding.

The position of the cattle-breeders and dealers has not improved, as the precautionary measures adopted against the foot-and-mouth disease have seriously hampered trade without effectively combating the propagation of the disease. In June, 1899, there were in Germany 13,000 farms in 3,000 districts declared infected with disease, in August this number increased to 25,400 in 5,550 districts, and attained in December the alarming total of 27,000. The difficulties imposed upon the cattle trade by the prevalence of disease can be estimated from the facts that a cordon of 7½ miles is drawn round each infected locality, and that cattle dealers who have sojourned within the cordon are not permitted, under pain of severe penalties, to visit another farm during the same day. The import of cattle from abroad was only allowed under certain precautionary conditions, and to a certain number of towns with improved slaughterhouses.

## Meat trade.

The consumption of American meat has declined owing to the rise in prices caused by the large purchases of the British Government for the army in South Africa. Australia is now commencing to export meat to the Continent, and especially to Germany; the quality is considered to be almost as good as American, whilst the prices are generally lower.

## Sugar.

The sugar-beet harvest and manufacture of sugar in Württemberg were fairly favourable; the export to America increased owing to the small amount produced by Cuba. The manufacture

of sugar in Germany sank considerably, prices rising from 2½ to 5 per cent.

The year 1899 was in every respect more favourable for the iron and metal industries than 1898. At the beginning of last year and again in October it was generally feared that a reaction would take place, but the state of the iron trade in Belgium, France, and the United Kingdom rendered this fear illusory. Smelting and iron-rolling works experienced difficulty in obtaining raw materials, which naturally caused a sharp rise in prices. Pig-iron rose from 3*l.* 15*s.* in January to 5*l.* 10*s.* in December per ton; rolled-iron from 7*l.* to 10*l.* 10*s.*; weld-iron from 8*l.* to 11*l.* Cast-iron goods, stoves, &c., advanced 20*s.* per ton. The Württemberg iron industries, especially foundries, tool, machine and ironware works, were occupied to their fullest extent. Apart from some minor disadvantages, 1899 was one of the most prosperous years ever experienced in the iron and metal industries. The prospects for 1900 are excellent, as almost all branches entered upon the present year well supplied with orders for some time to come.

The rise in iron prices has been already mentioned in detail; lead, copper, and tin also advanced, whilst zinc declined in price. The rise in copper, tin, and lead was most irregular, forming a sharp contrast to the slow and gradual rise in iron, controlled by the various trusts:—

Year.	Price per Doppelcentner (about 2 Cwts.).			
	Copper.	Tin.	Zinc.	Lead.
Beginning of 1899 ..	£ s. 6 18	£ s. 10 10	£ s. 2 17	£ s. 1 8
End of 1899 ..	7 18	11 5	2 0	1 16

Much praise is lavished upon the various trusts by the Württemberg industrial and mercantile chambers. It is said that their prudent and moderate measures during a period of great prosperity have promoted a gradual development and have prevented the occurrence of exaggerated prices. One writer asserts: "That taking into consideration the great demand and the initial defective supply the salutary influence of the trusts was most conspicuous in regulating prices and avoiding the possibility of a more or less acute reaction." It is difficult, at the present stage of affairs, to estimate correctly to what extent this praise is merited, but it seems to be exaggerated and to emanate principally from strongly interested sources.

A foundry at Komwestheim increased the number of their workmen from 275 to 325; another at Stuttgart from 90 to 120. Several threatened strikes were averted by compromises on both sides. The export to foreign countries is unimportant and hampered by restrictive tariffs.

**Esslingen  
Machine  
Works.**

The Esslingen Machine Works where 2,562 workmen are employed, increased their works and paid about 150,000*l.* for wages and salaries. The following machines were manufactured and sold at a total of 470,000*l.*:—Locomotives, tenders, engine-boilers, railway carriages, iron bridges, iron constructions, boilers, various machines, cooling plant, pumps, electrical installations and cranes and dynamos.

The export to German States has increased, that to other countries has somewhat decreased. A workmen's benevolent fund of 18,500*l.* has been formed for various purposes; further, an association of employers in the metal branches was constituted in order to deal with unjustifiable demands on the part of the workmen.

**Influence of  
Socialism.**

The influence of social democracy is strongly felt. In one case two-thirds of the workmen acting upon orders from the Socialist leaders refused to join a benevolent aid society which was endowed by the management with 2,500*l.*; in another case they refused to work with the models of a boycotted firm. The installation of electrical plant for purposes of lighting and transmission of power is steadily progressing but shows great competition. The exports consisting of dynamos, electric motors, ventilators and hand-boring machines, went principally to Norway and Sweden Russia and Switzerland.

**Daimler  
motor-cars.**

The Daimler works at Cannstatt occupy themselves exclusively with the manufacture of motor-cars and boats of all descriptions, and have placed a great number of various constructions upon the market, many of which were exported to Great Britain and the colonies. This firm is one of the pioneers of the motor-car industry in Germany. The first motor-car was patented by Engineer Daimler in 1883, the principal feature being the permanent ignition arrangement by means of a glowing metal tube, which is now being superseded by electro-magnetic ignition. A large number of motor-boats have been ordered by the Imperial Government and are used by the river and harbour authorities.

**Bicycles.**

The manufacture and sale of bicycles was weak as in the previous year. It is complained that the authorities issue too restrictive regulations regarding bicycling, whereas at Karlsruhe, Dresden, Leipzig, &c., special bicycling paths have been laid down for and many parks thrown open to bicyclists.

**Sewing-  
machines.**

The heavy competition prevented an increase in the sewing machine industry. The complaint of one dealer is not lacking in a certain element of humour. "Nobody has the courage to demand high prices."

**Cartridges.**

The manufacture of cartridges has increased, they are mostly disposed of in Germany, small quantities going to Switzerland and Denmark.

**Rifles.**

The manufacturers of small-arms in Würtemberg have been working for many years at their utmost capacity. Great numbers of rifles have been manufactured for Turkey and the Transvaal, and many orders owing to inability to fulfil them were transferred from the Würtemberg works to an affiliated company in Berlin.

An important new small-arm, now manufactured in great numbers, is the Mauser repeating pistol. It carries 10 cartridges, acts in the same way as the Mauser repeating rifle, and can be used either as a pistol or if occasion arises as a rifle. For the latter purpose a hollow stock, which usually serves the purpose of a pistol case, is attached to the pistol. The pistol is sighted for 1,000 yards, and at a distance of 100 yards penetrates 10 inches of pine-wood. The cartridges for Mauser rifles and pistols are manufactured elsewhere, many at Karlsruhe in Baden.

The prices for metal and japanned goods rose on all sides **Metal goods.** corresponding to the advance in prices of the raw materials, tinned and japanned iron, lead, brass, tin, wire, &c., and caused consumers to restrict their purchases to the more necessary articles. A trust was formed by the majority of firms to raise the prices. The amount exported remains practically the same, having decreased to the East and increased to Spain and other countries. The labour conditions were satisfactory, good workmen experiencing no difficulty in obtaining employment. Great resentment is felt at the action of the "Association of German Ironware Dealers," who, in order to prevent the foundation and spread of the universal providing stores ("Waarenhäuser"), have instituted a kind of boycott. This association, which includes a large number of dealers in kitchen and household utensils, forbids its members to buy from those factories which sell to the "Waarenhäuser." Measures of this description can only prove abortive, and inflict, temporarily, much damage upon important manufacturing interests; it is just as impossible to attempt to hinder, artificially, retail business on a large scale, as it was impossible for small manufacturers and craftsmen to prevent the development of capitalistic production.

Business in jewellery and ornaments improved towards the **Jewellery.** end of the year, fair quantities being exported, in spite of keen competition to Mexico, Ecuador, Peru and Spain. Trade with Cuba, which was suspended during the war, has been resumed to its previous extent. The export of spectacles, eye-glasses, and gold-plated goods to the United Kingdom remained the same. The manufacture of silver and nickel-plated articles for the table is increasing, prices remaining about the same in spite of the advance in the prices of metals. The gold-leaf industry, which has languished for some time, suffered further from a three months' strike of 1,400 workmen at Nürnberg, the most important gold-leaf producing town in Germany. The export of gold-leaf from Würtemberg goes principally to the United Kingdom.

The German textile industries have suffered since 1895, as in **Textile industries.** other countries, from the pressure of over-production and the gradual depreciation in the prices for wool and cotton. To some extent their condition was more favourable as, on account of the active tone in other German industries, they were able to find a market for their wares in Germany. At the beginning of last year buyers were numerous on account of good wages, both in industry and agriculture. The prices of raw materials commenced to rise, wool leading, followed afterwards by silk, and, in the last months **General remarks.**



of the year, by cotton. As soon as the condition of affairs was observed to be stable, orders were received from all sides, and the spinning and weaving mills are now well supplied with orders for the greater part of the year 1900.

Trusts were formed, as elsewhere, ostensibly to guard against underselling and the granting of immoderate lengths of credit, as well as for regulating the production. Their influence has already been felt in a gradual rise of prices which may continue for some time.

**Cotton.**

The cotton industries were entirely dependent on the movements in the price of raw cotton, which was very low from January to September, when, influenced by unfavourable harvest reports, it rose rapidly and finished about 45 per cent. higher than the lowest price of the former year. This abnormally high price continued in spite of the unfavourable condition of the money market and the enormous import of 11,000,000 bales. The cotton spinning industry did not begin to profit by these conditions until late in the year, and is at present so well provided with orders for 1900 that prices have hardened and the danger of a reaction has been relegated to the future.

**Cotton weaving.**

The cotton weaving industry achieved much more favourable results than the spinning industry. Manufacturers were able to sell their large stock in hand at old prices, and to accept contracts for 1900 on more favourable terms. At the beginning of the year the supply was so great that large quantities were sold at a loss. It was again observed that when the prices for raw materials fall, the prices of the manufactured goods immediately decline in sympathy, but that when raw materials rise, they are very slow to follow suit. The prospects for 1900 are extremely favourable, much more so than for 1899, and are a source of much gratification in German industrial circles as the cotton weaving industry has hitherto not shared in the general commercial prosperity of the Empire.

A spinning and weaving firm at Eeslingen paid a dividend of 8½ per cent., the same as in the previous year. A cotton spinning mill at Hausen-Raitbach, Baden, with 24,000 spindles, and a weaving mill at Brennet, with 1,150 looms, were well employed during the whole year, but were only able to sell at low prices which have not improved even for orders for 1900. This firm has built about 200 dwelling-houses for workmen containing from two to five rooms.

**Wool.**

The woollen industry and trade have seldom experienced such surprises as in 1899 when, after a long series of unfavourable years, prices suddenly rose concurrently with a strong demand for goods. The import of merino wool from Australia decreased considerably, owing to the two years' drought, and reduced the supply of merino goods in a corresponding degree. The sale of worsted knitting yarn was satisfactory, and the prospects for 1900 are very favourable.

The manufacture of woven woollen underclothing suffered at the beginning of the year from over-production and the continued

sinking tendency of the prices for knitting yarn. The export to the United Kingdom increased considerably in consequence of the Transvaal war. Towards the latter end of 1899 the demand became so great that many mills were unable to accept any further orders in spite of the engagement of additional workmen.

The prospects for 1900 are most favourable. One weaving mill at Vaihingen a./F. employs 2,200 workmen, one-third of whom work at their homes, and exports almost exclusively to the United Kingdom, Australia, and India, through the agency of German, French, and British export firms. One Stuttgart firm exported goods to the value of 75,000*l.* to the United Kingdom. The export to India was so great that many orders had to be refused. The competition of Spain and Italy, which countries are able to sell cheaper because of the lower wages they pay, is making itself strongly felt in the Indian market. Wages have risen considerably since 1896, in one case about 25 per cent. The relations between employers and workmen were satisfactory.

Silk is commencing to be considered less as an article of luxury <sup>Silk.</sup> than one of daily wear, and the demand for silk goods is therefore slowly but surely increasing. A silk-weaving mill at Waiblingen employs 600 workmen, and 400 more in a branch establishment at Zweibrücken. The export goes principally to Austria and Switzerland. Attempts were made to open up an import trade with the United Kingdom, but without success, presumably owing to the continuance of the war. The competition in silk-stuffs and ribbons is becoming keener from year to year, and the number of concessions which tradesmen are compelled to make in order to procure and retain customers is constantly increasing. For instance, 12 to 15 per cent. discount is granted to dressmakers on the payment of bills six months old.

The other textile branches, the carpet, cloth, linen, millinery, <sup>Other textile</sup> and hosiery industries showed, generally speaking, favourable <sup>branches.</sup> results. With few exceptions complaints are rife regarding the great dimensions which the system of granting credit—even during sales at reduced prices—has attained; further, regarding the exorbitant shop rents in the principal streets of large towns. The competition of the “*Waarenhäuser*,” especially those at Stuttgart, makes itself felt at great distances. At present, however, it only extends to the inferior kind of cheap goods; dealers in wares of good quality at moderate prices are still able to hold their own. A further and more dangerous form of competition is the retail sale of goods direct from the factories to the public by means of numerous agents.

The working hours in shops are very long, about 12 or 13 hours without the boon of a free afternoon in the week.

The state of the apprentice system leaves much to be desired. Parents instead of sending their sons and daughters to firms where they learn their work thoroughly, and obtain positions afterwards, prefer places where these advantages are not accessible, but where, towards the end of the term of apprenticeship, a small salary is granted.

It is noticed that one of the consequences of the German compulsory system of insurance against illness is that a certain amount of malingering is prevalent for the purpose of obtaining a short holiday and drawing sick money.

Building  
materials.  
General  
remarks.

The commercial prosperity of the last few years manifested itself naturally in a strong increase in the number of new buildings for private and industrial purposes, with a corresponding demand for building materials of all descriptions.

The old houses of Stuttgart are gradually disappearing, no less than 37 having been demolished in the old town, of which 20 were removed in order to create space for the new town hall. There is still a great lack of flats with small dwellings of from two to four rooms, whilst larger flats are to be easily obtained. Rents are gradually increasing. The business effected in real estate amounted to 2,550,000*l.*, compared with 3,325,000*l.* in 1898 and 2,650,000*l.* in 1897. The decrease for 1899, in spite of the period of prosperity, is generally attributed to the fact that the large breweries have not bought so many public houses as formerly. The mortgage rate was from 4 to 4½ per cent.

Cement.

In consequence of the increase in building, the cement industry achieved still more favourable results than in 1898, in spite of higher wages and dearer coal. Several new works have been erected and others enlarged, but it is generally anticipated that the present state will now be maintained, or that a slight reaction will set in. The export to the United States, hitherto most important, is threatened by the formation of cement works in that country, and the increased production for Germany caused by the activity in building will probably result in over-production and a fall in prices as soon as the export and building decline.

Carbide.

The Portland cement works at Lauffen on the Neckar have added calcium carbide to the products of their works. The River Neckar, which flows past the works, places about 5,000 horse-power at their disposal, which is utilised for the manufacture of cement and carbide, and the transmission of electric lighting and power to the neighbouring town of Heilbronn. These works are most favourably situated for the production of carbide, as they possess water-power, large reserves of good limestone, and cheap water carriage.

Tiles and  
bricks.

The cost of the production of tiles and bricks has risen, owing to the payment of higher wages, and the rise in the price of coal. The supply is somewhat in excess of the demand, causing prices to decline. A trust has been formed and joined by about 16 manufacturers in order to procure better prices. In the summer, the principal time of production, the manufacture is seriously hampered by many workmen leaving for the various harvests in the country. One firm was compelled for this reason to engage workmen from Italy. Altogether Württemberg draws largely on Italy for labour; at present about 5,000 Italians are employed.

Italian  
workmen in  
Württemberg.

Glass, plaster  
of Paris.

In both the glass and plaster of Paris branches profits were poor in spite of a brisk demand, owing to a rise in wages, cost of raw materials, and dearer coal. All the South German plaster of Paris manufacturers have formed a syndicate for the year 1900.

The trade in drugs and chemicals, although hampered by many restrictions, achieved last year the most favourable results for the last 10 years. The demand greatly increased, and prices rose with few exceptions. Sulphuric and hydrochloric acids, soda, and potash sold easily, the two acids advancing in price. Copper vitriol followed the rise in the copper prices, and turpentine and ammonia products also advanced. Camphor seems to be an article of the wildest speculation, prices during the same day often showing a difference of from 10s. to 13s. per cwt. The great increase in the price of this article towards the end of 1899 is due to the monopoly of crude camphor instituted by the Japanese Government.

Chemical  
products.  
Chemicals.

Colour manufacturers are suffering much from the high duties levied by the United States, France, and other countries, and are endeavouring to recoup themselves for the decline in the export by seeking a more extended market in Germany. The import of indigo decreased, being 2,380 boxes, compared with 3,600 boxes in 1898.

The state of sheep-breeding in Australia has not only affected the Württemberg wool industry, but also the manufacture of stearine candles, which is greatly dependent upon the import of tallow from Australia. Paraffin also advanced in price owing to the cessation of the American import. It is a most remarkable fact that in spite of the keen competition of more perfect illuminants, the demand for stearine and paraffin candles has not decreased.

Paraffin and  
stearine.

Württemberg consumes only American petroleum. Prices receded somewhat in May, 1899, but soon advanced again, closing 15 per cent. higher than in 1898, being the highest recorded since 1888. The world's production is advancing, aided by the rapidly increasing amounts from the Sunda Islands, Galicia and Roumania. The Standard Oil Company still rules the market; attempts at competition made with Russian and Galician petroleum were rendered abortive by the prohibitive cost of carriage. The railway authorities in Germany have, up to the present date, granted no reduction in freights, and the reduced freights in Russia have been abolished.

Petroleum.

The increase in the price of petroleum and the decrease in the price of calcium carbide are gradually enabling the latter to supplant petroleum as an illuminant. At the end of 1899 about 170,000 jets of acetylene were installed in Germany which—estimating the illuminating capacity of the acetylene flame at 40 normal candle-power—gives a total of 8,800,800 candles. This means that acetylene has been substituted for 180,000 petroleum flames, 21,000 oil-gas jets, and about 3,500 jets of other illuminants, without taking into consideration the large number of acetylene oil-gas jets used so extensively at present by the Prussian railways, and to which, in connection with the development of the acetylene industry, reference will be made further down.

Petroleum  
and acetylene

The importance of the further substitution of acetylene  
(678)

for petroleum may be gauged from the fact that Germany for many years has paid annually about 5,000,000*l.* to America for petroleum, which sum has latterly risen considerably owing to the advance in the price of petroleum. The acetylene industry is a purely German industry, carbide being manufactured in the country, and although a large amount is imported from Switzerland and Norway and Sweden, these works have been built with German capital and are directed by German engineers. The raw materials for the manufacture of carbide, limestone, coke and electrodes, come principally from the various parts of Germany.

A future reduction of the petroleum consumption by means of the competition of acetylene means not only the foundation of an important home industry in place of money sent abroad and the adoption of a safer and superior light, but will also tend to lower the price of petroleum as the supply—unless the production be limited—will exceed the demand.

These remarks apply not only to Germany but also to the United Kingdom and other countries. It is true that the United Kingdom is deficient in water-power capable of being applied to the manufacture of carbide, but on the other hand she possesses a large source of power in the waste gases of blast furnaces.

Utilisation of  
waste gases  
of blast  
furnaces.

This new source of power, hitherto neglected, is likely to prove of great importance in the future, and as is becoming customary in new technical departures, Germany is again foremost in the field.

The cost of one horse-power varies according to different authorities from 50*s.* to 90*s.*, and will probably be reduced in the future by improved methods of securing and conducting the gases, by a simpler method for the purification of the same, and by improvements in the motors.

Generally considered, it is less a question of competition between steam engines and motors driven by waste gases, than a desire to utilise an important source of power, which has been, up to the present, completely neglected. Altogether, motors with about 10,000 horse-power are being at present driven by waste gases, and in Germany alone about 6,000 horse-power will shortly be utilised for the manufacture of carbide. At Bochum in Westphalia an installation is in process of erection, which when completed will work with several thousand horse-power for the production of calcium carbide and other suitable electro-chemical products.

Soap.

Linseed oil and tallow, the raw materials for the manufacture of soap, rose about 25 per cent. in price, soap itself only about 5 to 7 per cent. The export to foreign countries is hampered by the high duties levied by Germany on the raw materials, and a reduction of the same is being advocated. The soap manufacturers in Central Germany have formed a trust and upon the refusal of the Württemberg manufacturers to join, boycotted them sharply and caused much trouble by cutting off the supply of palm oil.

Carbolic acid,  
effect of the

The prohibition of the export of carbolic acid from the United

Kingdom to Germany during the Transvaal War, seriously affected that section of the German chemical industry which manufactures pure phenol and its derivatives. prohibition of the English export on German chemical industry.

The total annual production of crude carbolic acid in the United Kingdom amounts to 1,800,000 gallons—representing a value of about 247,000*l.*—of which 800,000 gallons are exported in the crude state to Germany. The remaining 1,000,000 gallons are converted in the United Kingdom into 2,000 tons of pure phenol, worth about 175,000*l.*, which, except for a small amount retained for the British chemical industry, are exported. The total export value of cresol from the United Kingdom is about 30,000*l.* Germany consumes annually about 2,000 tons of pure phenol for the following purposes:—

1. 20 per cent. for sanitary and hygienic purposes ;
2. 10 per cent. for the manufacture of picric acid ;
3. 70 per cent. for the manufacture of salicylic acid, aniline colours, ortho- and para-nitrophenol, paramidophenol, photographic developers, and a large number of various chemicals.

The price for 100 kilos. (2 cwts.) of crystal carbolic acid, which was 7*l.* before the prohibition, rose to 12*l.* in February, 1900.

It is possible to produce phenol synthetically from benzol, for which product Germany is not dependent upon the export from the United Kingdom, but hitherto the process has been too costly to enable phenol thus synthetically produced to compete seriously with phenol prepared from crude British carbolic acid. Production of synthetic carbolic acid.

The high prices for phenol, however, caused by the prohibition, and the low price of benzol were instrumental in giving a great impetus to the endeavours of German chemists to discover a cheap working method of preparing phenol synthetically from benzol, and thus rendering Germany independent of the export from the United Kingdom. In February a beginning was made and 20 tons of synthetic phenol were placed upon the market and immediately sold by the chemical works at Höchst-on-the-Main; other works are erecting, or have already erected, plant for this purpose. In France, a chemical factory at Lyons began to manufacture synthetic phenol for their own use. The processes used are two in number, the cost of production being the same in both cases:—

1. From benzol sulfonic acid by means of caustic potash or caustic soda.
2. From amido-benzol (aniline) by means of nitrous acid.

The prohibition of the export of carbolic acid from the United Kingdom has been now withdrawn, but owing to the high price for carbolic acid, it is still being synthetically manufactured.

One of the most interesting chemical industries in Würtemberg is the manufacture of liquid carbonic acid gas, which has during the past two years made great progress. The carbonic acid is procured from natural gas springs at Eyach on the Neckar, and is, apart from a slight admixture of water vapour, perfectly pure. It Liquid carbonic acid.

is conducted into pipes, dried with chloride of calcium, and then compressed into the liquid state by machines driven by the water-power of the Neckar. The liquid carbonic acid gas is now filtered through charcoal and filled into specially constructed steel flasks with a capacity of from 20 to 40 lbs., and which are tested up to a pressure of 240 atmospheres. Of these flasks the company possesses no less than 30,000. As their heavy weight causes high rates for the export trade, four tank waggons have been constructed, each capable of containing 10 tons. These are forwarded by rail to the filling stations at Zürich, Berlin and Vienna, at which places the liquid carbonic acid is run into the flasks. The capital of the company is 100,000*l*. The liquid acid is principally used for drawing beer, for the manufacture of mineral waters and champagne, and for various chemical processes. As the Eyach works possess water-power and receive the carbonic acid in a pure state direct from the ground, they are enabled to compete successfully with other works which are driven by steam and produce their acid by burning limestone or coke, or by acting on limestone with acids. In spite of the great pressure exerted by the liquid gas, no accidents occur, as the steel flasks are made with special care and carefully tested before use.

**Various  
industries.  
Furniture.**

Profits remained the same as last year in the furniture branch, as in spite of the brisk demand, the slight increase obtained in prices did not correspond to the advance in the prices of almost all the necessary raw materials. Stuttgart is beginning to suffer from the competition of North Germany, especially of cheap goods from Berlin. A strike, the only one of any magnitude which occurred last year, lasting 11 weeks, caused a serious disarrangement of business.

**Timber.**

Trade in timber is in a very unsatisfactory state, owing to the difference in freight rates for round and sawn timber, the rates being very high for the latter. Württemberg is very rich in timber, but for the above reason 75 per cent is exported as round timber and sawn in other states. Deals, boards and battens for building purposes, were imported in large quantities from abroad.

**Pianos.**

The manufacture of pianos, harmoniums and organs in Württemberg is a most important industry. The number of instruments sold in 1899 was much greater than in 1898, and many manufacturers were compelled to refuse orders. The prospects for 1900 are most favourable in spite of the fact that the raw materials, wood, copper, brass, iron, zinc, ivory, cloth and felt have all advanced in price. The manufacture of American organs and harmoniums has been commenced with a fair prospect of competing successfully with instruments imported from America. The principal export goes to the United Kingdom and the British colonies, especially Australia, South Africa, and latterly, India. The export to the Cape and Transvaal has entirely ceased since the beginning of the war; on the other hand, the export to Australia shows a great advance. The number of church organs exported to the United Kingdom has also increased.

The import of hides from the Cape and Australia decreased ; **Leather.** it is asserted that the quality of the Cape hides is affected by the careless manner of slaughtering the animals and drying the hides. The formation of the American Leather Trust caused a period of wild speculation and drove prices rapidly to an absurd height, until it was checked by increased bank rates. Towards the end of the year the influence of the Transvaal war made itself felt in a strong demand for leather goods.

Stuttgart and Leipzig are two of the most important towns in **Book trade.** Germany for the printing and sale of books. The year 1898 was remarkable for the large number of books on Bismarck, and 1899 for those on Goethe. It must be confessed, however, that from a commercial standpoint the great statesman was more profitable than the great poet. The various editions of the New Code of Civil Law (Bürgerliches Gesetzbuch) and the manifold commentaries thereon, also caused an increase in business.

The export from Stuttgart showed a decrease, being 4,157 tons for 1899, compared with 4,750 tons in 1898, nine-tenths of the total amount going to Leipzig. The competition of the universal providing stores, and the system of payment by instalments after delivery of goods, causes severe competition to the old-established dealers.

The position of the paper factories which produce the medium **Paper.** and cheaper qualities has been unfavourable for many years past. The year 1899 brought a slight improvement as the demand in Germany increased and the competition of the Scandinavian and North American wood-pulp factories diminished, partly, probably, owing to the strong demand for paper in the United Kingdom. A trust was formed towards the end of the year and was successful in raising prices. Prices for waste-paper reached a very low level, owing to the enormous amount offered by the United Kingdom.

The sale of toy-wares, which had increased in 1898, improved **Toys.** still further in 1899. The principal export goes to the United Kingdom and the United States. The higher prices caused by the rise of raw materials were paid without demur by foreign countries, but were only obtained with difficulty in Germany.

A British firm of manufacturers of carpet linoleum have **Linoleum.** founded a branch factory at Bietigheim, near Stuttgart, on account of the cheaper labour, avoidance of customs duties, and manufacture in metre lengths instead of yards.

The great advance of the German industries in 1899 naturally **Coal.** reacted strongly upon the coal market. The demand for coal attained an extent and degree of urgency unequalled by any previous period. As late as March, 1899, large quantities were sold at extremely low prices, but in April the demand commenced to make itself felt, and rose from month to month until it far exceeded the limits of the supply. Coals from the Saar and Ruhr districts were scarcely to be obtained, and their rapid transport rendered difficult by the scarcity of waggons. The import was affected by the strikes and want of waggons in Belgium, and the



					Price per 10 Tons, Stuttgart.			
					Before the Rise.		After the Rise.	
					From—	To—	From—	To—
					£ s.	£ s.	£ s.	£ s.
Coke for smelting purposes	..				12 0	14 0	15 0	17 10
Gas coke ..	..	..	..	..	..	12 10	17 10	19 0
Anthracite ..	..	..	..	..	..	15 0	16 0	20 0
Saar coal ..	..	..	..	..	..	10 0	11 0	13 0
Ruhr coal ..	..	..	..	..	11 0	11 10	12 10	15 0

### Reduction of railway rates for imported coal.

Country.	Value in Millions.	
	Import.	Export.
	Marks.	Marks.
Austria-Hungary .. ..	60·3	68·1
Russia .. ..	..	12·4
Great Britain .. ..	68·2	..
France .. ..	..	27·7
Switzerland .. ..	..	30·2
Italy .. ..	..	1·4
Belgium .. ..	14·6	24·2
Holland .. ..	..	48·4
Total .. ..	143·1	212·4
	£	£
Equiv. in sterling ..	7,150,000	10,620,000

This decision of the Imperial authorities is the result of a searching investigation into the causes of the present scarcity of

coal. It was found that, although the consumption of coal had increased beyond the production, the extremely high prices demanded were unjustifiable, and greatly disproportionate to the increase. Further, that the unnecessary increase in prices was caused by the retail, not by the wholesale coal dealers, who, assisted by exaggerated reports about the scarcity of coal, were endeavouring to obtain as large prices as possible. For the present, any immediate results from the lowering of the import tariff can scarcely be expected, as neither the United Kingdom nor America are in a position to export large quantities of coal. It is hoped, however, that by the beginning of next year coal prices will again have attained a fairly normal level.

The continued industrial and commercial prosperity has materially benefited the railways, post, telegraphs, and other institutions in Germany under direct State management. The system of railways, stations, rolling stock, &c., in the Empire has been added to and completed without it having been found necessary to have recourse to the facilities for credit enjoyed by the State. In the future, however, the railways will scarcely be able to master the increased traffic, and efforts will be made to increase the means of transport by building canals or canalising rivers. Baden has almost finished an important work by the construction of a canal from Karlsruhe to the Rhine. For Würtemberg the project of the canalisation of the Neckar is of great importance. A number of new railways, principally secondary lines, are in process of construction in Würtemberg, and a sum of 175,000*l.* has been voted for increase of rolling stock; further, a reserve fund of 250,000*l.* has been formed. The private railways have almost all passed into the hands of the State, which last year acquired the Kircheimer Railway, and is now negotiating for the purchase of the Ermsthaler Railway. There remain now only two railways in private hands, the Filder Railway and the Stuttgart Electric trams.

Railways and  
canals.

The progress of electric lighting, and other applications of electricity, still continues its onward course in Würtemberg. The Stuttgart Electric Works, driven by steam, produce 1,500 kilowatts, including reserve power, the normal capacity of the accumulators, including reserve, being 695 kilowatts. No less than 36,703 incandescent lights, and 560 arc lights were installed up to the beginning of the present year. The total horse-power amounts to 1,340. It is proposed to increase this by 400 kilowatts by the utilisation of the water-power at Marbach. The Stuttgart street trams are also driven by these works, the overhead system being the one in use. The length of the tram service is 15 miles, of the rails 20 miles, whilst 77 engine cars and 65 ordinary cars form the rolling stock of the company. When the stress of traffic increases on any particular line, the engine cars, in addition to their regular complement of passengers, draw two and sometimes even three ordinary cars, so that as many as 100 and more passengers can be forwarded at the same time. The shares of the company, which were issued three years ago at 5*l.*, are now standing at 10*l.*

Electricity in  
Würtemberg.

Württemberg now possesses 49 electric works, with a high total illuminating capacity. The following list shows the largest works :—

						Incandescent Lamps (in Kilowatt).
						Number.
Stuttgart	..	..	..	..	..	44,207
Ulm	..	..	..	..	..	9,154
Heilbronn	..	..	..	..	..	9,509
Kaslingen	..	..	..	..	..	5,908
Sigmaringen	..	..	..	..	..	5,207
Tuttlingen	..	..	..	..	..	4,355
Freudenthal	..	..	..	..	..	2,558

**Elec tricity in Germany.** The striking progress which Germany has made in electricity is illustrated by the following list of the 490 electric works which have been erected in Germany up to March 1, 1899 :—

Motive Power for Generation of Electricity.						Number of Works.	Electric Power (in Kilowatt).
Steam	..	..	..	..	..	290	111,422 ·2
Water	..	..	..	..	..	55	14,425 ·65
Gas	..	..	..	..	..	21	1,609 ·5
Compressed air	..	..	..	..	..	1	14
Water and steam (with one or the other in reserve)						103	17,201 ·1
Water and gas (with one or the other in reserve)						4	231 ·5
Steam and gas (with one or the other in reserve)						2	218
Water and benzene, petroleum, motors, &c.						14	516 ·6
Total						490	145,638 ·55

Further, 123 electric works have either been commenced or are contemplated.

NUMBER of Works erected in the undermentioned Years.

Year.						Number.
1889	..	..	..	..	..	11
1893	..	..	..	..	..	33
1896	..	..	..	..	..	60
1898	..	..	..	..	..	105

The year 1899 will show a further increase as during the first two months 27 have already been erected.

The number of towns in Germany with electric trams was :—

Year.						Number.
1891	..	..	..	..	..	3
1894	..	..	..	..	..	19
1896	..	..	..	..	..	44
1897	..	..	..	..	..	61
1898	..	..	..	..	..	77

On September 1, 1898, the total length of the electric tram service for towns and districts was about 950 miles; the total length of rail, 1,290 miles; the number of electric engine cars, 3,190; the number of ordinary cars, 2,128. As far as could be observed an increase of 800 miles was contemplated.

The favourable financial results attained up to December, 1899, is shown by the following list :—

Name of Firm.						Capital.	Last Dividend.
						£	Per Cent.
Accumulator Works, Berlin	..	..	..	..	..	312,500	10
Ludwig Loewe and Co., Berlin	..	..	..	..	..	375,000	24
Allgemeine Electricitäts-Gesellschaft, Berlin	..	..	..	..	..	3,000,000	15
Aluminium Works at Neuhausen	..	..	..	..	..	640,000	12
Berlin Electric Works	..	..	..	..	..	3,350,000	18
Siemens and Halske, Berlin	..	..	..	..	..	2,250,000	10

The above list is only a selection and by no means complete.

The following table shows the position occupied by Germany in electric traction, compared with other nations :—

	Length of Tram Service (Miles) on January 1.			Total capacity of Electric Works in Kilowatts.			Total Number of Engine Cars.		
	1899.	1898.	1897.	1899.	1898.	1897.	1899.	1898.	1897.
Germany ...	950	760	425	30,378	25,868	18,963	3,140	2,493	1,631
France ...	325	294	186	18,708	15,158	8,736	759	664	432
Great Britain ...	155	105	85	11,163	6,843	5,156	430	252	200
Switzerland ...	133	94	52	6,665	3,828	2,622	325	237	129

The consumption of coal gas remained unchanged in spite of Coal gas. the increase in electric and acetylene lighting, petroleum, and candles. The desire for improved lighting, and the large increase of spaces to be lighted caused by the extension, are no doubt the factors responsible for this feature. The consumption of coal gas for gas engines and culinary purposes is becoming daily more important.

The rise in the price of coal has naturally caused a corresponding rise in the price of the gas distilled from the same. Owing, however, to the fact that the selling price of gas coke increased in the same ratio as coal, the profits of the gasworks have not diminished,

although the gas prices remained in most cases practically the same.

A comparison of the price of coal gas in various towns gives the following result :—

Towns.				Price.	Remarks.
				Pfennigs.	
Berlin	..	..	..	16	Average, 17 pf. (about 2d.) per cubic metre (somewhat more than a cubic yard).
Hamburg	..	..	..	18	
Breslau	..	..	..	17.74	
Düsseldorf	..	..	..	16	
Darmstadt	..	..	..	22	

Carbide and  
acetylene gas.

One of the triumphs of German scientific industrialism has been the rise and progress of the acetylene gas industry during the past five years. Before this time calcium carbide was absolutely unknown to the general public, and even to the trained chemist it was only known as an interesting chemical compound. To-day its production forms one of the most important chemical industries. In Europe alone over 120,000 horse-power is devoted to its manufacture, and when all the carbide works at present in course of construction are completed, this will have risen considerably. Of all the countries which commenced to interest themselves in the new illuminant, Germany was foremost in the field, and has secured an advantage which she has since easily maintained and considerably increased. Up to July, 1898, 62,000 jets of acetylene were installed; by the end of 1899 the number had increased to 170,000, and at the present moment it amounts to at least 200,000 jets. It is at present impossible to predict the ultimate result of the struggle between this new illuminant and its rivals. The probability is that petroleum will suffer most, that coal-gas will be superseded to a great extent—especially with regard to the lighting of small towns—and that electricity will not be appreciably affected. The acetylene industry developed an extraordinary fertility of invention. In 1897 617 patents were applied for; in 1898, 937. No other branch of industry is capable of showing such a large and steady increase in the number of patents. Inventions for other illuminants have been decreasing gradually, 304 in 1895, 288 in 1897, and 209 in 1898.

Not content with producing carbide in Germany, German capital has gone to foreign countries, notably to Norway and Switzerland, and carbide works have been erected which are managed by German engineers. About 80,000 horse-power has been acquired for this purpose in Norway alone. One of the greatest successes of the acetylene industry has been the adoption of the acetylene oil-gas system of lighting railway carriages by the Prussian and other German Governments. The Prussian railways consumed in 1898 about 960 tons of carbide, in 1899 about 5,000 tons, the total consumption for all German railways being

about 8,000 tons. The consumption of carbide in Germany for 1900 is estimated at 17,000 tons, equal in illuminating power to about 7,000,000 gallons of petroleum.

The principal water-power in Germany is to be found in the south, and amounts to about 150,000 horse-power. Germany possesses at present the following carbide works :—

					Horse-Power.
Rheinfelden	..	..	..	..	5,000
Lauffen	..	..	..	..	600
Lechbruck	..	..	..	..	2,000
Hagen	..	..	..	..	500

Theoretically speaking, these works ought to produce 8,000 tons of carbide annually.

There are at present in Germany no less than 32 small towns, up to 5,000 inhabitants, lighted by acetylene, or in which this illuminant is being installed, and many more are contemplating its adoption. The progress of acetylene lighting in Germany forms another striking instance of the manner in which the magnificent system of technical education has prepared the way for the introduction of new scientific achievements. The acetylene industry owes much to the fostering interest of the State and municipal authorities, and especially to the guidance of the German Acetylene Society, with its commercial, technical, physical, and chemical sub-committees. The writer proposes to deal fully with the development of the acetylene industry in a later report.

The loss to property by fire has increased considerably in Würtemberg for the year 1899. No less than 51,186*l.* more than in 1898 were paid in insurance money, the total sum being 144,437*l.* About 1,000 fires took place, of which 174 were caused by lightning. 685 buildings were destroyed, and 1,350 more or less damaged. The greatest number of fires occurred on Sundays between 12 and 6 p.m. The number of insured buildings has increased. The total value of property insured is now 136,000,000*l.*, compared with 131,000,000*l.* in 1898.

It seems that electricity, which is generally considered to be the safest of all artificial illuminants, possesses in this respect by no means the immunity attributed to it. Two years ago the German fire insurance companies, which have suffered much from fires caused by electricity, presented a petition to the Imperial Government for a law compelling the constant supervision of electric installations for lighting or transmission of power. They urged that owing to the faulty construction of many installations and the lack of suitable supervision, a hitherto unknown source of danger had arisen. Herr Gardenin, a director of a Prussian insurance company, and an authority upon this subject, has lately again drawn attention to the danger of fire from electricity, and

Fires and insurance.

Electricity a new source of danger from fire.

has strongly advocated the introduction of a Bill to the above effect. This question has again become prominent owing to the action of the Strassburg police authorities, who have issued an edict forbidding the use of any illuminant, other than electric light, for the "Waarenhäuser." This measure has been followed by the publication of the statistics of fires caused by electricity. These show that eight of the most serious fires in "Waarenhäuser" have either been caused, or are strongly suspected to have been caused, by electricity. A number of electric lighting works have also suffered from the same cause. The Berlin Chamber of Commerce has openly declared that the hope once aroused by the advent of electric lighting that it would tend to diminish the danger from fire, has not only been rendered illusory, but that, on the contrary, electricity has rather increased than diminished the danger. The hard logic of numbers bears out this opinion. In the year 1892 German insurance companies had 25 proved and 10 suspected cases of fires by electricity. In the nine months of the year 1899, ending with September, no less than 67 fires, out of a total number of 671, were caused by electricity. It is not improbable that, comparatively speaking, electricity has caused the insurance companies in 1899 more loss than gas.

Abolition of  
private postal  
services.

By a postal law passed on December 20, 1899, the former law of October, 1871, was modified in several respects. In addition to various reductions, the most important clause of the new law is the prohibition of the system of private postal services, which have hitherto existed and flourished in most of the larger German towns. By forwarding letters and parcels at a lower rate than the Imperial and State post-offices, they proved themselves a source of formidable competition, and the companies formed for this purpose paid in many instances large dividends.

In order to compensate the proprietors, shareholders, and staff of such establishments, the law enacts the following measures:—

1. The compensation must not exceed the tenfold amount of the yearly average profit for the three years previous to April 1, 1898.

2. The staff above the age of 18 receive three-twelfths of the amount of their last year's wages for every year they have been in the service of the company.

3. The staff who enter the service of the Imperial Post receive the same wages as hitherto, and are excluded from the compensation.

4. Claims for compensation must be forwarded not later than six months after the abolition of the private postal services.

In the case of the Stuttgart private post, a large number of the postmen decided to enter the Würtemberg postal service.

Uniform  
Imperial  
stamps.

Upon the occasion of the issue of new Imperial stamps, industrial and commercial circles in Berlin have re-opened the question of the unification of the German postage stamps. The present system, according to which Würtemberg and Bavarian

stamps are only available in these States, causes much unnecessary trouble at the borders during travelling, and in the payment of small amounts by postage stamps. The latter mode of payment is likely to spread, as the Imperial Government contemplates the issue of stamps of a high value.

To what extent this again will be affected by the new postal cheque system remains to be seen. Industrial circles in Würtemberg are in favour of the unification of the stamps. Postal cheque system.

The development of telephonic communication in Würtemberg as in the German Empire has taken place upon the most extensive scale, as will be seen from the following figures:— Telephones.

	1898.	1899.
	Number.	Number.
Telephone owners in Stuttgart (population 160,000) ..	4,000	4,500
„ „ Würtemberg (population 2,085,000)	6,832	8,115
	Miles	Miles.
„ wire in Würtemberg .. .. .	10,000	15,000
	Number.	Number.
„ apparatus in Würtemberg .. .. .	10,000	10,555

The larger towns possess direct wires to Stuttgart, and almost all the smaller towns and even villages are indirectly connected. In addition Stuttgart possesses direct wires to Berlin, Mannheim, Frankfurt, Karlsruhe, Plozheim, Basel, Nürnberg, Munich.

The annual telephone subscription is 5*l*.; for communication beyond the town limits the following scale of charges has been introduced:—

	Charges.
	s. d.
In Würtemberg—	
To the suburbs .. .. .	0 0½
Within 10 miles.. .. .	0 1½
„ 33 miles.. .. .	0 2½
Above 33 miles .. .. .	0 6
Outside Würtemberg—	
Within 16 miles .. .. .	0 2½
„ 33 „ .. .. .	0 8
„ 66 „ .. .. .	0 6
„ 333 „ .. .. .	1 0
„ 666 „ .. .. .	1 6
Above 666 „ .. .. .	2 0

The Würtemberg Industrial Museum at Stuttgart which was built at a total cost of 300,000*l*. and includes exhibiting halls, laboratories and offices, was utilised for the following exhibitions:—Ceramics, amateur photographs, furniture, books, glass and machines. These various exhibitions were attended by a total of 120,050 persons. Amongst the further exhibitions held Exhibitions.



at Stuttgart may be mentioned the Naval Exhibition, a "historical survey, in the shape of ships' models," of the development of the German Navy, which was evidently destined to show the necessity of the Naval Increase Bill; and the Acetylene Gas Exhibition held at Cannstatt near Stuttgart, which showed exhibits from Germany, France, Austria-Hungary, Switzerland, and the United Kingdom.

**Motor cars.**

About 18 motor-cars are at present in use in Stuttgart for street passenger traffic; they are not making much headway owing to the sharp competition of the electric trams and the hilly configuration of the ground. A few are also used for the conveyance of goods.

**Pattern dépôt at Stuttgart.**

The Stuttgart export pattern dépôt for German goods was very busy during 1899. No less than 2,500 orders were registered, 10,550 letters received and 14,250 despatched. Since its foundation a grand total of 9,715 catalogues has been forwarded to various firms and agents. The branch exhibition rooms in Hamburg have been especially instrumental in procuring many orders from foreign countries.

**Association of Crafts and Trades.**

An important part in the industrial life of Würtemberg is played by the Association of Crafts and Trades with its numerous branches in almost all towns and villages. The roll of membership now amounts to 23,273, distributed amongst 138 branches, and including workmen, small and large employers of labour, officials, teachers and patrons of various handicrafts; the President is Professor Giessler, the eminent chemical technologist, who, since his appointment to the position, has been indefatigable in his efforts to further the objects of the Association. Want of space prevents a detailed account of its sphere of activity; for the present, the following aims of the Association may be mentioned:—

1. To acquaint its members with the newest scientific discoveries in their application to industrial purposes.

2. The promotion of the apprentice system, and the efficient theoretical and practical training of apprentices, with special attention to industrial schools.

3. To support the efforts of the new Workmen's Chambers.

4. To restore the equilibrium between Capital and Labour, and to promote a mutual understanding between workmen and employers.

5. To make representations to the competent authorities regarding the adoption of necessary reforms and the abolition of acknowledged abuses.

6. To hold industrial exhibitions and lectures, and to promote adequate facilities for the testing of new machines, apparatus and tools.

The following table demonstrates the progress made by the Association:—

Description.					Number.		
					1896.	1899.	1900.
Workmen	..	..	..	..	7,993	12,919	15,848
Small employers of labour	..	..	..	..	1,828	2,491	1,570
Larger	"	"	..	..	1,426	1,639	1,962
Officials and teachers	..	..	..	..	1,988	1,345	1,330
Patrons	..	..	..	..		1,539	2,563
Total	..	..	..	..	13,235	19,933	23,273
Branches	..	..	..	..	101	130	138

The reports of the trade inspectors for the three Württemberg districts, which have just been published, contain most interesting material and confirm in detail what is already generally known as to the influence of the present prosperity upon the conditions of the working classes. The demand for labour has steadily grown and wages, except in a few isolated cases, have increased; the consumption of food and luxuries showed an advance both with regard to quality and quantity. The weak spot is the question of the housing of the working classes; in spite of an increase in building, there is still a palpable scarcity of cheap dwellings, especially in industrial centres. Wages were most favourable in the textile, building, machine, metal, ceramic, cement and clothing industries. The prices for food have remained the same, and more attention is being devoted to a suitable selection and a more rational method of preparing the same. Many employers have introduced an annual premium system, in order to retain the services of efficient workmen. At the end of each year, those workmen who have distinguished themselves by diligent work and good conduct receive a certain sum in addition to their regular wages, which is of great use for the purchase of provisions and fuel for the winter. A great number of schools of cookery have been established, several by large factories, and have been productive of good results.

The official rate of discount of the Würtemberg banks corresponded to that of the Imperial Bank, being on an average 5·042 per cent.; the average rate of their total discount business was 4·446 per cent., compared with 3·70 per cent. in 1898, and 3·13 per cent. in 1896. Private discount was 4·46 per cent., compared with 3·56 per cent. in 1898, and 3·08 per cent. in 1897.

The amount of business done on the Stuttgart Exchange was somewhat greater than in former years, speculative shares, whose movements—apart from their intrinsic value—are dictated by the general tendency of the market, are not dealt in to any considerable extent. The shares of the local banks have declined about 5 per cent. compared with the previous year; the cause for this—as business was not inferior to 1898—is attributed to the dearth of money at the end of 1899.

**Funds and  
industrial  
shares.**

A comparison of the state of funds and industrial shares of the Empire on January 1, 1889 and 1900, shows a general fall. The 3 per cent. Imperial loan sank from 94·25 to 88·25, being no less than 6 per cent. The average fall of the Imperial loan, Prussian Consols and other stocks amounted to 5½ per cent. As the total of these loans amounts to 322,000,000*l.*, the holders have incurred a loss of 17,000,000*l.* To this must be added the decline in the State and municipal loans of the German States and towns. Germany does not stand alone in this respect: in London, Paris, Vienna, and St. Petersburg the same tendency was prevalent. The reasons for the fall in these different countries seem, however, to differ in many respects.

The majority of the Würtemberg industrial shares were lower at the end of 1899 than at the end of 1898. With one single exception this was the case with the breweries, whilst textile, cement, and building shares closed the year higher than in 1898.

**New issues in  
Würtemberg.**

During the year 1899 no less than 2,400,000*l.* in new loans and shares were placed on the Stuttgart Exchange, the principal amongst these being:—

				Amount.
				£
3½ per cent. Würtemberg Credit Association	..	..	..	485,000
Baden Aniline and Soda Works	..	..	..	90,000
4 per cent. Würtemberg Associated Bank Loan	..	..	..	150,000
4 per cent. Würtemberg Credit Association..	..	..	..	970,000
3½ per cent. Würtemberg State Loan	..	..	..	400,000
3½ per cent. Stuttgart Municipal Loan	..	..	..	100,000

Further 212,500*l.* were added to the working capital of various companies, and 1,270,700*l.* were subscribed for the flotation of new companies, or conversion of already-existing private works into companies.

It may be also mentioned that a very large number of South African and Australian gold shares are held in Würtemberg, but to what extent it is naturally difficult to estimate. It is most probable that the fluctuations in these shares have materially affected business done in Würtemberg.

**Branches of  
the Imperial  
Bank.**

The increase in business done by the branches of the Reichsbank since their establishment at Stuttgart and other towns, is shown by the following table:—

Town.	Value in Millions.		
	1877.	1889.	1899.
	£	£	£
Stuttgart .. ..	41	92	116
Frankfurt a./M. .. ..	225	484	540
Mannheim .. ..	35	117	205
Munich .. ..	33	87	174
Strassburg .. ..	25	46	64
Nürnberg .. ..	17	42	93
Augsburg .. ..	..	22	36

The following are the details of the revenue and expenditure for the year 1899 :—

Finances.  
Revenue and  
expenditure.

EXPENDITURE.

	Value.	
	Currency.	Sterling.
	Marks.	£
Civil list and appanages .. ..	2,108,441	105,422
Public debt .. ..	19,657,472	982,874
Pensions to civil servants .. ..	3,265,000	163,350
Privy Council .. ..	57,440	2,872
Relief purposes .. ..	542,200	27,110
Annuities and interest .. ..	445,461	22,273
Compensation .. ..	65,922	3,296
Administrative law court .. ..	26,820	1,341
Ministry of Justice .. ..	4,282,788	214,140
Ministry for Foreign Affairs .. ..	172,413	8,620
Ministry of the Interior .. ..	9,367,863	468,393
Ministry of Worship and Education .. ..	12,764,452	638,222
Ministry of Finance .. ..	4,134,401	206,720
For Imperial objects .. ..	22,816,183	1,140,809
Postage .. ..	580,000	26,500
Reserve fund .. ..	80,000	4,000
Estates, Treasury .. ..	425,499	21,275
Interest on Treasury Bills .. ..	7,812	391
Grand total .. ..	80,750,167	4,037,508

## REVENUE.

	Value.	
	Currency.	Sterling.
	Marks.	£
Forests .. .. .	8,376,009	418,800
Chase .. .. .	41,165	2,059
Mines and foundries .. .. .	300,000	15,000
Salt works .. .. .	300,000	15,000
Miscellaneous .. .. .	16,355	847
Collected at the offices of the State domains..	508,988	25,449
Railways .. .. .	16,300,000	815,000
Post and telegraphs .. .. .	2,549,900	127,496
Steamboats .. .. .	2,000	100
Mint .. .. .	10,000	500
Miscellaneous .. .. .	632,659	31,633
Direct taxes .. .. .	17,444,070	872,204
Customs and indirect taxation..	16,037,870	801,893
Assigned by the Empire .. .. .	18,978,470	948,923
Grand total.. .. .	81,498,086	4,074,904

## SUMMARY.

	Value.
	£
Total expenditure .. .. .	4,037,506
„ revenue .. .. .	4,074,904
Surplus .. .. .	37,396

The sum of 9,703,641 marks was voted for the following purposes:—

	Amount.	
	Currency.	Sterling.
	Marks.	£
For new railways .. .. .	4,668,100	233,405
Compensation for damage caused by the hail-storm of July 1, 1897 .. .. .	504,511	25,225
Increase to working capital of State Treasury Office .. .. .	1,000,000	50,000
Erection of public buildings, principally schools .. .. .	3,531,030	176,552
Total .. .. .	9,703,641	485,182

The public debt of Würtemberg on April 1, 1899, amounted Public debt.  
to:—

					Amount.
					£
State loan of—					
3 per cent.	..	..	..	..	1,200,000
3½ per cent.	..	..	..	..	20,673,755
4 per cent.	..	..	..	..	2,384,590
Total	..	..	..	..	24,258,345

Consisting of—

					Amount.
					£
Railway debt	..	..	..	..	22,510,156
General debt	..	..	..	..	1,748,188

The expenditure for the Würtemberg Army, Imperial Army Military  
Corps No. 13, forms a separate Budget. expenditure.

#### EXPENDITURE AND REVENUE.

					Amount.	
					1898.	1899.
					£	£
Regular expenditure	..	..	..	..	1,036,953	1,031,189
Occasional expenditure	..	..	..	..	107,590	175,805
General pension fund	..	..	..	..	113,414	123,345
Imperial disabled soldiers' fund..	..	..	..	..	279	279
Disabled soldiers' pensions from the war of 1870-71 ..	..	..	..	..	25,867	24,793
Total	..	..	..	..	1,289,103	1,355,411
Revenue from various sources	..	..	..	..	7,150	8,304

During the next five years the expenditure will be in excess of these figures, as by the Imperial Law of March 25, 1899, a gradual increase of the Army from October 1, 1900, to March 31, 1904, was enacted.

EFFECTIVE STRENGTH.

	Number.	
	1898.	1899.
Officers .. .. .	993	927
Non-commissioned officers ..	3,278	3,273
Medical staff .. .. .	86	86
Officials .. .. .	67	69
Subaltern officials .. .. .	47	46
Rank and file .. .. .	19,745	19,725
Total .. .. .	24,216	24,126

Various items of expenditure for educational purposes.

The following items of expenditure for educational purposes, without being complete, are of interest, as they evince the care devoted to general and technical education :—

	Amount.
	£
Tübingen University .. .. .	49,704
Scholarships at the same .. .. .	491
For scientific inspections .. .. .	214
Agricultural College at Hohenheim .. .. .	8,353
Veterinary High School .. .. .	4,548
Agricultural schools .. .. .	1,183
Grape Culture and Vintage School at Weinsberg .. .. .	763
Agricultural winter schools .. .. .	1,260
Rural improvement schools .. .. .	350
Technical High School, Stuttgart .. .. .	16,302
Building Trades' School .. .. .	8,664
Industrial improvement schools .. .. .	13,765
Salaries of professors at the gymnasium, lyceum and other latin schools .. .. .	30,129
Various expenses for the same .. .. .	2,248
Secondary schools .. .. .	13,489
Additions to the salaries of professors at various schools ..	38,648
For gymnastic exercises .. .. .	3,286
Industrial schools .. .. .	2,100
Scientific collections .. .. .	6,840
School of Art .. .. .	5,740
Art Trades' School .. .. .	2,673
Seminaries for the education of teachers .. .. .	14,748
Seminary for female teachers .. .. .	1,085
Additions to salaries of school teachers, &c. .. .. .	112,300
Various schools, &c. .. .. .	15,708

Death of Minister of Education.

The educational system of Würtemberg sustained a severe blow through the decease of Dr. von Sarwey, Minister of Education, to whose untiring industry and brilliant organising talent the present state of excellence is mainly due. Dr. von Weizsäcker has now been appointed chief of the Educational Department.

State aid to agriculture and industry.

The aid afforded by the Würtemberg Government to agri-

culture and industry is shown by the following details of expenditure

	Amount.		
	1897.	1898.	1899.
	Marks.	Marks.	Marks.
Promotion of agriculture, including Board of Agriculture, hail insurance and horse-breeding .. ..	779,100	781,900	1,016,000
Promotion of commerce and industry	265,900	280,500	324,800
Agricultural institutes, including agricultural college, veterinary high school, &c. .. ..	294,100	283,500	329,500
Technical institutes, including high school, building trades' school ..	688,300	695,200	768,900



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DIPLOMATIC AND CONSULAR REPORTS.

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ZANZIBAR.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF ZANZIBAR.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2351.

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*Presented to both Houses of Parliament by Command of Her Majesty,  
AUGUST, 1900.*

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*Reference to previous Report, Annual Series No. 2351.*

*Report on the Trade and Commerce of Zanzibar for the Year 1899*

By MR. ACTING-CONSUL KESTELL CORNISH.

(Received at Foreign Office, July 24, 1900.)

Another satisfactory year for trade has to be reported. Introductory remarks.  
perous as was the year 1898, during which the imports into and exports from the town of Zanzibar increased to a greater extent than ever before, since it has been possible by the organisation of the customs department to check them, the year 1899 has been more satisfactory. The two causes for this are probably the same as were given in last year's commercial report, viz., the famine in the interior of the mainland, and another large clove crop. It is feared, however, that the crop for the current year will be found somewhat lower in value, owing to the abnormal quantity of rain and consequent floods which have prevailed, even to an extent not experienced since the year 1872. It may be mentioned in this connection that the maximum rainfall in the course of one day amounted approximately to 15 inches, though the fall for the year is reported to be only 66·69 inches, an average amount for Zanzibar.

In Annex A will be found a summary of the goods which entered the port of Zanzibar during the 12 months ended December 31, 1899. Annex B shows the articles which were exported during the same period, Annex C serves to show the extent to which those countries with which the trade of Zanzibar is chiefly carried on respectively participate in it while from Annexes D and E will be seen the number of ocean-going and coasting vessels respectively which have entered this port during the year under review. The value of each article of import and export has been converted into sterling at the rate of 1s. 4d. per rupee, which (as in the year 1898) was the average rate of exchange for the year.

The total value of all articles imported into Zanzibar Imports.  
amounted, in 1899, to 1,596,606*l.*, an increase of 41,536*l.* on the imports of 1898, while those from foreign countries, excluding the neighbouring British, Italian, and German East African coasts, exclusive also of those returns taken at the custom-house of all produce which entered it from the Pemba and Zanzibar Islands,

amounted to 1,059,810*l.*, an increase of 46,982*l.* It will be seen therefore that foreign countries, and not this island or the adjacent mainland territories, are responsible for the increase in the value of goods imported, and there seems the less danger of trade becoming diverted from the place owing to the undoubted growing importance of Mombasa, and the opening up of the interior of British East Africa by means of the Uganda Railway.

Some of the principal items which show an increase in the imports are:—Cloves and clove stems,\* 33,513*l.*; coals, 20,346*l.*; ghee, 10,394*l.*; rubber, 9,664*l.*; sugar, 4,837*l.*; hardware, 3,758*l.*; and tobacco, 3,208*l.*; while amongst those showing a decrease are specie, 15,456*l.*; piece-goods, 9,116*l.*; hides, 3,420*l.*; crockery and glassware, wine and timber.

It is worthy of note with reference to hides, that a decrease in their export is rather a sign of increased prosperity than the reverse, since in times of want when cattle cannot be supplied with the proper amount of fodder they are killed and the hides sold for what they can fetch in the market, and an increase may then be expected in the custom-house returns.

Imports from  
foreign  
countries  
compared.

India maintains her position in the first rank amongst the countries from which goods are imported into Zanzibar, and the value of this trade shows an increase for the year under review of 24,196*l.*, over the corresponding amount imported from that country in 1898 although rice was less by 4,142*l.* than in the year 1898. The decrease in this item is possibly due to a mitigation of the drought in the interior of Africa, and probably also to depression of trade owing to the plague or famine in India or to a combination of these causes.†

The value of piece-goods imported from that country was very much the same as in the previous year, the difference being less than 1,000*l.* on the corresponding figures for 1898. The value of imports from the United Kingdom was, as in previous years, greater than the value of those from other European countries, and it is most satisfactory to note that there is an increase of 24,932*l.* over the corresponding figures for 1898; Germany comes next, imports thence being 50,310*l.* less than those from the United Kingdom, but here again there is an improvement on the imports of the previous year. From the United States the value of goods received at this port has increased by 22,023*l.*, piece-goods having risen from 56,170*l.* to 69,533*l.*, showing an increase of 13,363*l.*, while a decrease is shown in the value of imports from Belgium of 13,148*l.*, and to a less degree in those from France and Holland.

African  
imports.

The value of imports from the interior of Zanzibar and from

\* This product cannot, however, be properly treated as an import since there is no consumption of it in Zanzibar, and it is only brought into the local custom-house to be afterwards exported to other countries.

† In view, however, of the fact that, as will be shown further on in this report, the value of grain imported from southern ports has increased, the diminution shown here is more probably due to the two latter causes, than to the former circumstances.

Pemba Island shows an increase of 23,315*l.* over those for the previous year.

An abundant clove crop is the cause of this increase. Imports from German East Africa show a decrease on the corresponding returns for 1898 of 40,928*l.*, those from the Italian (Benadir) coast are less by 14,327*l.* than in the previous year, there is also a decrease of 2,833*l.* upon the value of goods imported from the ports south of Zanzibar, namely, the Portuguese mainland territories, Madagascar, Mauritius, and Comoro Islands, although the value of grain imported increased to 22,313*l.* On the other hand imports from British East Africa have increased by 26,494*l.* The net result is a decrease on African imports of about 128*l.*, which serves to show, as previously mentioned, that foreign countries are alone responsible for the total increase in the import trade.

A very considerable amount of transhipment work takes place in Zanzibar harbour as regards freights from and to Europe and India, which do not pass through the customs and cannot, therefore, be detailed in this report. Goods in transit.

The total value of all articles exported from Zanzibar in the year under review amounted to 1,513,407*l.* These figures include exports from the town to other parts of the Sultan's dominions, and show an increase of 15,524*l.* on those of the previous year. Exports.

The principal items which contribute towards the general improvement were cloves and clove stems (increased) by 63,452*l.*, ivory by 14,398*l.*, petroleum by 9,698*l.*, rubber by 6,676*l.*, gum copal by 5,776*l.*, ghee by 4,287*l.*, grocery and beads, whilst the value of copra exported was less by 35,378*l.*, coins by 29,292*l.*, piece-goods by 15,965*l.*, and rice, bullion, wax, hardware, simsim, and timber by lesser amounts.

The total value of all produce shipped to foreign countries (exclusive of exports to the adjacent African coast and to other ports in the Sultan's dominions) amounted in 1899 to 663,421*l.*, and in the previous year to 600,006*l.*, a still greater increase than was shown in this connection in last year's commercial report, indeed, the previous improvement has well nigh doubled itself. Exports to foreign countries compared.

India has again received more of the produce of East Africa than any other foreign country, but the value of exports to that country shows a slight decrease of 11,038*l.*, though the value of cloves exported to Bombay increased by 9,472*l.* It may be noted as a sign of the remarkable prosperity of these tropical and productive islands (for Pemba is, of course, included) that although a very substantial increase in the output of cloves appeared in the statistics of 1898, a yet further improvement is shown in those of the year under review. British India.

The United Kingdom (leaving for subsequent remarks the East African Coast) comes next in order with a contribution of 116,964*l.* towards the total exports to all countries (1,513,407*l.*). Her share was 2,248*l.* greater than in 1898, and here again one is reminded of the rich crop of cloves obtained from these islands by the fact that the export trade to the United Kingdom of

that commodity increased in 1899 by 6,311*l.* The value of ivory exported to that country shows a slight decrease (of 3,160*l.*), but as has been shown already there was an increase in the total export of this article to all countries. The finest tusks on record in East Africa, and probably larger than have ever yet been obtained in any part of the world, came through Zanzibar last year. The elephant from which they were obtained was shot by an Arab near Kilimanjaro. These tusks, which consisted of perfect ivory, without a particle of disease, measured over 10½ feet from top to base, and weighed 224 and 299 lbs. respectively. They were sold for 1,000*l.* The nearest approach in bulk to this pair were found about 10 years ago, and weighed 180 lbs. each. They were, however, diseased to some extent.

Other  
countries.

The value of goods exported to Germany in 1899 is shown to be greater by 24,625*l.* than in the previous year; the export of rubber to that country increased by 14,141*l.*, gum copal, by 1,796*l.*, ivory by 5,304*l.*, cloves and piece-goods showing also an increase, though to no very great extent.

It will be observed that there is a considerable falling-off in the value of exports to France; the following articles contribute to the total decrease:—No chillies were sent to that country as against 221*l.* worth in 1898. Cloves were less by 1,527*l.* than in the previous year, copra by 35,043*l.*, hides by 1,352*l.*, and gum copal by 422*l.*

The total value of exports to the United States amounted to 84,464*l.*, an increase of 27,372*l.* over the corresponding statistics for 1898, chillies having risen 1,106*l.*, hides 4,178*l.*, and ivory 20,920*l.*, while cloves showed a decrease of 2,626*l.* Cloves to the value of 55,707*l.* were exported to Holland, an increase of 31,210*l.* on the figures for 1898, which was the first year in which Holland participated at all in exports from Zanzibar.

African  
exports.

As in previous years German East Africa took the highest value of goods exported from this town, but a decrease of 19,442*l.* is shown in comparison with exports to that territory in 1898. Piece-goods and specie were less by 11,836*l.* and 19,348*l.* respectively, whilst grocery shows an increase of 2,315*l.*

To British East Africa were exported goods of the value of 190,641*l.*, or 11,940*l.* less than in the previous year, grain having decreased by 13,706*l.*, coal by 1,971*l.*, and bags and candas by 1,325*l.*

The value of articles exported to other ports in the Sultan's dominions (Zanzibar and Pemba) shows a decrease over the corresponding figures for 1898. Exports to Southern ports (including Madagascar, Mauritius and the Comoro Islands) increased in value by 14,535*l.*, while on the other hand a slight decrease appears in the value of goods exported to the Benadir Coast.

Produce of  
the islands.

It may be of interest to note here before passing to more general topics the condition of the local produce of these islands, viz., cloves, cocoanuts and chillies, besides certain other plants with which experiments have been and are being tried and which have not yet attained to any very appreciable result.

The clove season in which the crop is harvested and brought to market extends from September to March; the following table, however, represents the quantity of cloves brought into the town during the last six years from the plantations in Zanzibar and Pemba Islands between January 1 and December 31, together with any balance remaining over from the year last preceding:—

Year.	Quantity.		Total.
	Zanzibar.	Pemba.	
	Frasilas.*	Frasilas.	Frasilas.
1894 .. ..	138,687	372,184	510,871
1895 .. ..	146,397	391,460	537,857
1896 .. ..	119,788	237,090	356,878
1897 .. ..	90,876	240,954	331,830
1898 .. ..	60,364	308,486	368,850
1899 .. ..	189,320	344,765	484,085

\* 1 frasila = 35 lbs.

The Zanzibar crop for the year dealt with in this report has surpassed that of any other in the past 10 years excepting the amount produced in 1895 which was greater by 7,077 frasilas while, taking the total crop from both Pemba and Zanzibar, the yield of cloves in 1899 exceeded those of the last three preceding years, and it may also be mentioned, those of 1891, 1892, and 1893 which are not included in the foregoing statistics; on the other hand the produce from both islands in 1894 and 1895 respectively exceeded that of the past year. Owing to the abnormal quantity of rain and floods which as previously mentioned prevailed last year, it is feared the crop for the current year will be small, but the conditions of weather so unfavourable to the production of a good crop are not likely to occur again for some time, 28 years having passed since similar rain and wind were experienced. The clove trees in one of the principal plantations are said by specialists to have a healthy appearance, and it is hoped that in 1901 good results will follow from the additional care which has been bestowed upon the trees. Last year a consignment of 35 bales (140 frasilas) was sent home and was valued in the London market at 5½d. per lb., or fully 2d. above the usual quotation, and it was estimated that such a difference between "fair" and "fine" cloves had never been realised before. For the last-mentioned quality, however, it should be stated that there is only a limited demand at such a high price, and a shipment of (say) 500 bales would only realise about ½d. per lb. in excess of the market price for fair cloves; this improvement, however, which is equal to more than 1 r. per frasila, may be said to be well worth the slight extra expense and trouble incurred in producing the article and sending it to London. The precautions taken in the picking and preparation of these cloves were simple enough. They



consisted of picking as far as possible only such as were ripe (the native labourers will, if not prevented, gather green cloves in order to make up the measure which they have to complete); separating the buds which have opened from those which are sound, in the stalking process; spreading them out at night in the shed so that no fermentation may set in; turning over the dried heaps every day; and passing the dried cloves through a sieve, for the purpose of removing those heads of the fruit which are of too light a colour, and any dirt. Although some of the consignment referred to were dried under glass, it is doubtful whether the improvement in quality can be attributed to any great extent to that method. Another system of drying has, however, recently been introduced into this island, and will probably be found most useful. A number of square wooden boxes were constructed, in each of which were four sliding trays one above the other. The boxes are supported by four short posts and roofed with dried cocoa-nut leaves (makuti). The cloves are spread out on the shelves and remain there until dry. At night, or when a shower of rain comes on, the four shelves can be at once closed, thus securing shelter for the buds at an immense saving of labour. The cloves thus dried, a consignment of which were sent to London, were reported upon there as being "nice and clean," and the heads particularly bright. In face of the difficulty of obtaining adequate labour for the picking and preparation of cloves, contrivances such as the above are of great value.

Although there has been no great dislocation of labour in the Zanzibar plantations there can be little doubt but that the days of prosperity for the Arab cultivator are at an end. A solution of the labour difficulties would seem to lie in the employment of paid labour, but that is precisely where the Arab fails. The profitable employment of paid labour carries with it effective supervision, attention to detail, and the gradual improvement of the estate, all of which he seems incapable of carrying out. Moreover, with the exception of a few owners of large estates, and a small number of wealthy householders, Arabs have not the capital necessary for the employment of regularly paid labour. In the case of European overseers, however, it is a very different matter, and it has been found in both islands that where money (instead of payment in kind) has been given in wages, labour has been readily obtainable. The past season's crop (September, 1899, to March, 1900) has been but small, and it is doubtful whether the total yield will be much more than 65,000 bales from both islands. A rise in prices was observed towards the end of the season occasioned by the scantiness of the crop and also by the action of the Dutch Syndicate, who, being considerable holders, are naturally anxious to maintain prices. The cloves of 1899-1900 have been considerably mixed with those of the previous season, but owing to the high prices, dealers have had no difficulty in disposing of these mixed quantities.

During the last five years Pemba has yielded 73 per cent. and Zanzibar 27 per cent. of the total clove crop.

Cocoanut trees have not yielded well in the past year and this Copra. of course accounts for the decline in quantity and value of copra in the returns of imports and exports which accompany this report. This was due to the prolonged drought, the cocoanuts themselves being in consequence very small and the copra obtained from them thin and light.

The usual trials of coffee, cocoa, rubber, tea and vanilla have been made; the chief difficulty with the latter plant appears to be shading it effectually from the sun. Its cultivation has been increased by 3,000 vines, and the plantations have a healthy appearance and give promise of good results from the care bestowed upon them. Experimental cultivation.

An interesting discovery has recently been made, that the fruit of a tree which grows principally at Dunga will on being tapped with a knife produce a white fluid, which when placed in boiling water coagulates into a substance closely resembling gutta-percha; this in the process of cooling becomes hard, but can in its previous soft state be moulded into any required shape. The fruit somewhat resembles a peach in shape, but is of the size of a small melon. It was intended that samples of this product should be taken to London, and doubtless by this time expert opinion has decided whether it is actually gutta-percha or not. It is not improbable that it will prove to be an inferior order of that article. Should it be found to be worth anything, however, a large source of revenue may be derived from it, particularly if, as is quite likely to be the case, it is discovered in the sister island and upon the mainland.

It may be mentioned that a depression of trade was experienced last year. German firms, owing to the decline of business, would only give two months' credit for fresh contracts, as compared with three, six or even twelve months' credit in 1898, except in cases where they were so far involved with the Indian dealers that they could not afford to stop delivery of goods or refuse to accept contracts. Towards the end of last year, probably owing to the war in South Africa, prices of all raw materials rose to such an extent that most of the new indents for them which had been sent home were referred back to Zanzibar for increase in the limits of the prices mentioned for their purchase. The indentors then tried other European merchants, only to find, on receipt of a reply, that prices had still further advanced. As business had been none too brisk at the time, they temporarily stopped buying, as they had fairly heavy stocks to work off, but the time must come when they will require to buy. Conditions of trade.

It will be of interest to note what has been the experience of Piece-goods. merchants during the year under review with regard to the trade in piece-goods, which stands above all others in magnitude. The grey cloth or sheeting known as Americani, an important article under this heading, can be bought locally much cheaper than by

British trade  
and foreign  
competition.

direct importation, owing to the large quantities held in Zanzibar, and to an over-stocked market in the Benadir ports, through the failure of the rains, and the consequent famine in that territory, whilst prices have risen fully 25 per cent. in the United Kingdom. Over 2,000 bales are reported to be lying at the Benadir ports. A very large trade continues in the printed cotton handkerchiefs worn by native women, and known as "kangas." The cost of printing these articles in Manchester is very great compared with those printed by the Dutch system. They are printed there on large copper rollers, which are, of course, not to be obtained in the first place by any means as cheaply as the wooden blocks used for the purpose in Holland, but if the latter are not required for use a second time no great loss is entailed. Owing to their more expensive methods of printing, British manufacturers require such large numbers to be taken of each separate design that they become a drug in the market. Manchester printers require an amount of about 12 bales (value from, say, 250*l.* to 275*l.*) of one design in kangas, whereas Dutch printers require only two bales of the same pattern. In spite of this advantage, and though in former years the bulk of kangas imported were of Dutch manufacture, yet in the past year fairly large quantities have arrived from Manchester, and patterns designed in Zanzibar have been approved in England and preferred to those which were block-printed in Holland on account of their being clearer and better.

One of the German firms in Zanzibar imported certain kisutus\* of one kind of Dutch printing some months since, and the demand was so great for this particular article that 20 cloths of it realised 22 rs. (the probable cost to the importer being 12 rs. to 12 rs. 12 a.), as compared with the amount realised by the Manchester printed article of about 12 rs. to 13 rs. 8 a. for the same number. Samples† of the English and Dutch prints are forwarded with this report. Before leaving the subject of these articles it may be mentioned that the native is greatly taken with any bright and striking device, and clearness in the printing of these cloths or handkerchiefs is a matter of great importance. In the year 1896 a fanciful picture of the bombardment of the Palace had a good sale along the coast, and the native is much taken with devices of bicycles, flags, &c.

Some other  
articles in  
demand.

Supplies of white shirtings and mulls, &c., continue to be imported from Manchester, and there is a steady demand for these articles, which come from England alone. A fair trade takes place in indigo dyed cottons known as blue or black "kaniki," the bulk of which comes from Manchester and India. It is found as regards undershirts that whereas in previous years they have been imported from Manchester and Germany, those made in Barcelona are now most in favour, for the latter, while not inferior in quality can be obtained at a lower price. A very large trade took place throughout the year in woven cloths (or kongurus) of red,

\* A special design of kangas.

† Sent to the Association of Chambers of Commerce.

black, and white check patterns, but the attention of merchants appears now to be diverted from these articles. The greater part of the trade in fez caps (of Austrian manufacture) is in the hands of the German firms, and a regular and steady business is done in the woven loin cloths with coloured borders, known as "kikoi" which come chiefly from Manchester, while the very fine hand-made qualities with silk borders continue to be imported in small quantities from Muscat.

Although the value of imports from the United Kingdom shows a most satisfactory increase in the past year, one cannot disguise the fact, which indeed has been obvious for several years past, that German trade in connection with this place is steadily increasing at the expense of the British manufacturer. A reference to the Consular report for the year 1898 and to those for previous years, together with an analysis of the tables attached to them, will supply ample information on that point. One reason for this appears to lie in the fact that Zanzibar is essentially a cheap market, and consequently the skill of the German manufacturer in making goods which are not only cheap but pleasing to the eye, is rewarded by a good demand for these articles, at any rate where Swahili and Indian buyers are concerned. There is one matter, however, which has probably as much to do with the success of Germany, namely, the enormous advantages obtained through the fortnightly service to and from Hamburg, conducted by means of the ships of the German East Africa line.

In the past year, 97 ocean-going German steamers entered this port as against 67 British steamers, while the coasting steamers of the former nationality exceeded those of the latter by 27. It may be mentioned also that a substantial addition to the already large fleet of the line above referred to is in contemplation and will doubtless be effected in the course of the next year or so. These ships ply direct between Europe, Zanzibar, and South Africa, which is a distinct advantage. Adverting to the facilities for trade offered by the British lines which send ships by the same route between the two countries, it is to be observed that the only ships which touch regularly at Zanzibar are those of the British India Steam Navigation Company, and that that company do not undertake the conveyance of freight or passengers in their ships beyond Aden, which connect at that place with their own larger steamers, with those of the Peninsular and Oriental Steam Navigation Company, or with the ships of any other line which will take their passengers and cargo for the remainder of the journey. If cargo is forwarded by this route the risk is entailed of its being delayed or perhaps shut out at Aden, not to mention that of exposure to the weather in open lighters whilst awaiting transhipment. Comparatively few British residents here and at Mombasa choose to travel by the British line of steamers when they wish to revisit their native country. A large number, quite the majority of the officials of the East Africa and Uganda Protectorates, prefer to proceed to Zanzibar in order to take passage by the ships of the Messageries Maritimes

line, by which means they can reach Marseilles in 16 days from the date of their departure from this port, and London by rail in another 24 hours.

## Shipping.

A slight increase appears in the number and tonnage of ocean-going ships which have entered the harbour in the past year, which is due to the opening up of the East Coast generally.

## Harbour and lighthouses.

No alterations have been made in the buoyage of the reefs in this harbour. It has been decided to establish fourth order lights at Ras Nungwe and Ilas Mangopwani which should reach Zanzibar from England in the autumn of the present year. Steps are being taken for the completion of the lighthouse on Chumbe Island, which will prove to be a great assistance to shipping. Further lights for this and Pemba Island have been ordered, and with these additions the approaches to both islands will be well lighted.

## Concluding remarks.

In conclusion it may be observed that although 1899 cannot be referred to as an average year, yet, when we take into consideration the fact that the increased importance of Mombasa (only 137 miles distant) as the starting point of the railway to Uganda, and the growth of up-country stations occasioned by that railway's advance, have not prevented the trade of this town from largely improving, not only in the year dealt with in this report, but also in 1898, while a steady advance has been made during the last decade, good hopes may be entertained of the future prosperity of Zanzibar.

Annex A.—RETURN of Principal Articles of Import into Zanzibar during the Years 1899–98.

Articles.	1899.		1898.	
	Quantity.	Value.	Quantity.	Value.
Piece-goods...	Packages...	£		£
Rice ...	34,606	267,850	32,993	376,966
Cloves ...	845,791	194,497	333,904	197,160
Ivory... ..	16,914,248	186,483	12,903,734	158,507
Coins ...	274,163	113,204	278,829	113,164
Groceries ...	1,569	100,163	1,023	115,618
Coal ...	69,817	59,562	74,204	58,008
Wheat, mtama, and other grain	8,128	83,147	10,382	32,401
Rubber ...	93,539	41,903	76,351	36,717
Ghee... ..	323,281	40,517	251,539	30,683
Sugar ...	15,067	32,440	11,707	22,048
Copra and chickichi ...	27,323	31,467	23,512	26,630
Petroleum ...	6,363,221	30,596	12,524,984	59,315
Hardware ...	125,750	29,512	119,000	21,515
Gum copal ...	19,090	26,778	22,407	23,020
Tobacco ...	633,114	21,888	703,177	21,551
Flour... ..	640,173	17,407	527,769	14,299
Hides ...	16,993	15,197	14,196	14,159
Beads ...	854,957	13,293	841,573	16,718
Clove stems ...	1,854	13,294	1,983	11,127
Dry fish ...	4,335,982	9,411	1,227,076	3,901
Vegetables ...	21,956	8,587	21,021	10,310
Spirits ...	68,317	8,407	69,616	9,782
Crockery, glassware ...	6,401	8,072	...	...
Jewellery, ornaments, &c. ...	1,008	8,070	8,554	11,242
Cofr, twist, and thread ...	87	6,899	...	...
Timber ...	27,656	6,772	30,762	7,332
Wine... ..	1,780	6,550	2,072	9,568
Hags and candas ...	3,315	6,200	4,574	9,582
Wire ...	6,372	8,305	6,415	8,863
Paint, oil, and turpentine	684	2,302	839	6,046
Other articles ...	2,001	2,762	2,645	3,071
	141,810	128,558	...	13,261
Total ...	...	1,596,606	...	1,556,070

## Annex B.—RETURN of Principal Articles of Export from Zanzibar during the Years 1899–98.

Articles.		1899.		1898.	
		Quantity.	Value.	Quantity.	Value.
Piece goods...	Packages	45,181	£ 245,910	49,189	£ 261,875
Cloves...	Lbs.	16,593,340	197,232	10,856,666	143,730
Coins...	Packages	3,242	176,438	3,356	206,730
Rice...	"	238,275	141,631	...	...
Ivory...	Lbs.	286,384	127,312	269,312	112,914
Copra and chikichi...	"	12,957,977	69,736	18,658,124	106,114
Grocery...	Packages	87,843	67,583	...	...
Rubber...	Lbs.	313,770	41,298	234,522	34,622
Gum copal...	"	503,340	31,432	500,732	26,656
Wheat and other grain...	Packages	58,341	27,602	282,612	170,778
Sugar...	Lbs.	20,318	24,791	...	...
Hides...	"	772,338	21,611	814,123	19,576
Beads...	Packages	3,653	19,630	3,383	16,132
Petroleum...	"	75,963	19,528	...	...
Ghee...	"	8,512	18,770	...	...
Clove stems...	Lbs.	43,776,691	12,854	1,227,076	3,904
Tobacco...	"	4,162	12,804	...	...
Flour...	Packages	8,397	8,177	...	...
Dried fish...	"	19,522	7,529	24,619	9,765
Crockery and glassware...	"	7,847	6,364	...	...
Tortoise shells...	Lbs.	8,906	6,784	9,083	6,603
Vegetables...	Packages	35,679	6,472	...	...
Timber...	Tons	79,918	5,625	...	...
Chillies...	Lbs.	412,011	5,419	332,658	3,690
Wire...	Packages	1,055	5,162	1,314	7,398
Cocoa-nuts...	"	17,652	5,023	11,116	3,643
Rhinoceros horns...	Lbs.	33,998	3,364	40,219	3,374
Hippopotamus teeth...	"	49,954	3,327	43,354	3,445
Shells and cowries...	Packages	3,680	3,695	4,089	4,519
Sim-alm...	Lbs.	246,298	1,808	1,016,014	4,514
Wax...	"	26,328	1,190	96,450	4,446
Other articles...	"	142,011	24,906	...	245,301
Total...	...	...	1,513,407	...	1,497,883

## Annex C.—TABLE showing Total Value of all Articles Imported to and Exported from Zanzibar from and to other Countries during the Years 1899–98.

Country.	Imports.		Exports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
India .. .. .	491,548	467,352	129,896	140,934
His Highness' Dominions (Zanzibar and Pemba) ..	240,658	217,343	144,845	158,380
German East Africa .. ..	178,172	214,100	457,238	476,680
United Kingdom.. .. .	146,143	121,211	116,964	114,716
Germany .. .. .	95,833	93,516	65,766	41,141
United States .. .. .	101,014	78,991	84,464	57,092
Belgium .. .. .	56,380	69,528	2,724	..
British East Africa .. ..	86,038	59,544	190,641	202,581
Benadir ports .. .. .	36,928	51,255	57,262	59,570
Southern ports (Madagascar, Mauritius, and Comoro Islands)	45,512	48,345	88,560	74,025
France .. .. .	24,978	26,631	80,591	114,417
Holland .. .. .	10,389	17,404	55,862	24,974
Other countries .. .. .	88,013	89,850	38,594	33,373
Total .. .. .	1,596,606	1,555,070	1,513,407	1,497,883

**Annex D.—RETURN of all Ocean-Going Vessels that have Entered the Port of Zanzibar during the Year 1899.**

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
German ... ..	1	2,627	97	165,495	98	168,122
British ... ..	2	2,684	67	100,878	69	103,562
French ... ..	...	...	26	49,348	26	49,348
Norwegian ... ..	3	1,402	...	...	3	1,402
United States ... ..	2	2,461	...	...	2	2,461
Total ... ..	8	9,254	190	315,707	198	324,961
„ for the year preceding ... ..	8	5,322	175	280,987	183	286,309

**Annex E.—RETURN of all Coasting Vessels that have Entered the Port of Zanzibar during the Year 1899.**

Nationality.	Number of Vessels.	Tons.
German .. .. .	46	6,524
Zanzibar .. .. .	27	6,318
British .. .. .	19	2,546
Total .. .. .	92	15,388
„ for the year preceding .. .. .	115	16,685

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